

Draft Summary of Public Comments
 FFYs 2019-23 Transportation Improvement Program (TIP) Public Comment Period

| PROJECT(S) / ISSUE(S) | REQUEST/ SUPPORT/ OPPOSE | COMMENTER(S) | COMMENT |
|---|--------------------------|---------------------------|--|
| Regional Transportation Advisory Council | | | |
| Funding Allocation | Support | Organization: RTAC | Supports the MPO's direction to redirect funding from major investments to Complete Streets, intersection improvements, bicycle/pedestrian, and community transportation. Note that major investments comprise 52% of overall TIP allocation, short of the 44% target. |
| Public Comment Period | Support | Organization: RTAC | Supports the 30 day public comment period for the TIP, which allows sufficient time for input from citizens groups that may meet once a month or less. |
| Community Transportation Program | Request | Organization: RTAC | Acknowledging that it is still being developed, requests that a consistent dollar amount for the Community Transportation program be set aside annually to provide stability and predictability for the program, once it is fully operational. |
| Universe of Projects Development | Request | Organization: RTAC | Requests that the MPO consider whether there may be equity issues associated with the process for how the universe of projects is selected. Smaller or less wealthy communities may not have the resources to perform the initial design, engineering, and permitting work needed to advance projects. Requests that MPO consider setting aside resources in addition to the existing technical assistance provided by MAPC and CTPS if this is a barrier to developing beneficial projects. |

Draft Summary of Public Comments
 FFYs 2019-23 Transportation Improvement Program (TIP) Public Comment Period

| PROJECT(S) / ISSUE(S) | REQUEST/ SUPPORT/ OPPOSE | COMMENTER(S) | COMMENT |
|--|--------------------------|-----------------------------------|--|
| Adherence to Complete Streets Principles | Request | Organization: RTAC | <p>Noting that most projects in the TIP adhere to Complete Streets principles, states that several projects that may need clarified descriptions in the TIP Interactive Database or the project design revisited to ensure multimodal accommodations are fully provided:</p> <p>Signal and Intersection Improvements on Route 135 (Hopkinton): No bicycle accommodations are described.</p> <p>Reconstruction of Ferry Street (Everett): No bicycle accommodations are described.</p> <p>Reconstruction of Melnea Cass Boulevard (Boston): The project description references on-road existing and proposed bike lanes. Asks if an off-road street path is still planned.</p> <p>Improvements on Boylston Street (Boston): Asks if a separated bike lane could be considered, as opposed to the proposed on-street bike lanes.</p> |
| Regionally-Focused Organizations | | | |
| Interchange Improvements at I-95/I-93/University Ave/I-95 Widening (Canton, Dedham, Norwood, and Westwood) | Support | Organization: Neponset Valley TMA | Requests inclusion of the Interchange Improvements at I-95/I-93 in the FFYS 2019-23 TIP. The project is critical to achieve the full economic envisioned with the University Station project in Westwood. Proposed improvements will reduce congestion and address safety issues at the interchange. |
| Reconstruction of Route 1A (Walpole) | Support | Organization: Neponset Valley TMA | Supports inclusion of the Reconstruction of Route 1A in the FFYs 2019-23 TIP. The project will reduce congestion and create improved multimodal infrastructure. Improved intersections and pedestrian facilities will enhance cyclist and pedestrian safety; this is particularly important due to several MBTA bus stops within the project area. |

Draft Summary of Public Comments
 FFYs 2019-23 Transportation Improvement Program (TIP) Public Comment Period

| PROJECT(S) / ISSUE(S) | REQUEST/ SUPPORT/ OPPOSE | COMMENTER(S) | COMMENT |
|--|--------------------------|--|---|
| Pedestrian Improvements along Bussey Street (Dedham) | Support | Organization: Neponset Valley TMA | Supports inclusion of the Pedestrian Improvements along Bussey Street in the FFYs 2019-23 TIP. Improvements to sidewalk accessibility, bike lanes, and enhancements to the intersections will improve connectivity and safer access in the area. The project will align with the Town of Dedham's revitalization project and will improve economic vitality for the Town. |
| Project Selection in the 495/MetroWest Region | Support | Organization: 495/MetroWest Partnership | <p>Supports inclusion of 22 projects within the 495/MetroWest Region in the FFYs 2019-23 TIP. Expresses particular support for the slip ramp construction and associated intersection improvements at I-495 and Route 1A (Wrentham) and MWRTA funding, both of which address 495/MetroWest Partnership-defined "transportation nightmares."</p> <p>Appreciates the inclusion of a variety of new projects that traverse several subregions, including projects in Bellingham, Littleton, Sudbury, and Wrentham that have lingered on the Universe of Unprogrammed Projects.</p> <p>Requests that the MPO consider 23 projects within the 495/MetroWest region for TIP funding; eight of these projects have been designated as "transportation nightmares" by the 495/MetroWest Partnership. States that a lack of sound financial footing for transportation infrastructure results in major projects that would have significant regional impact remaining idle in the TIP Universe of Unprogrammed Projects.</p> |
| Appendix E | Support | Organization: 495/MetroWest Partnership | Expresses appreciation of the transparency offered in Appendix E of the TIP. |
| Bridge Replacement, B18-002, Route 111 over I-495 (Boxborough) | Support | Organization: 495/MetroWest Partnership | <p>Asks why the Route 111 over I-495 Bridge Replacement is not included in the FFYs 2019-23 TIP.</p> <p>Supports the request by Adam Duchesneau, Boxborough Town Planner, to include new sidewalks on the project.</p> |
| Geographic Distribution of Funding | Request | Organization: 495/MetroWest Partnership | Requests that the MAGIC, MetroWest, SWAP, and TRIC subregions require more than 26% of target funding, given that they represent 42% of federal-aid roadway miles. The Inner Core has greater resources and staffing, as well as greater access to transit options. Many residents in the 495/MetroWest region use the highway and transit systems to travel to jobs in the Inner Core. |

Draft Summary of Public Comments
 FFYs 2019-23 Transportation Improvement Program (TIP) Public Comment Period

| PROJECT(S) / ISSUE(S) | REQUEST/ SUPPORT/ OPPOSE | COMMENTER(S) | COMMENT |
|--|--------------------------|--|---|
| Economic Impact of Project Delays | Request | Organization: 495/MetroWest Partnership | Requests that the MPO recognize the economic impact of project delays in the 495/MetroWest region. Projects like the Improvements at I-495 & Route 9 (Southborough & Westborough) and the Reconstruction of I-90/I-495 Interchange (Hopkinton & Westborough) must be addressed to successfully confront congestion, safety, air quality, and sustainable development issues in the region. |
| Geographic Distribution of Funding | Other | Organization: 495/MetroWest Partnership | Notes that several of communities with projects in the Universe of Unprogrammed Projects are not scheduled to receive funding in FFYs 2018-22 TIP and have not received any TIP funding as far back as 2008, and possibly longer. Communities include Holliston, Medfield, and Millis. Adds that other communities in the 495/MetroWest region have received no TIP funding from 2008-22 and have no projects ready for consideration. This speaks to the challenge for municipalities to fund project designs, only to have the designs be outdated by the time they would be considered for the TIP. The 495/MetroWest Partnership recommends consideration of state design funding in exchange for partial municipal funding for projects. |
| Project Selection | Support | Organization: CrossTown Connect TMA | Supports inclusion of 11 projects in the FFYs 2019-23 TIP, stating they will improve infrastructure and access to the region. Expresses disappointment that the Resurfacing and Related Work on Route 2A in Concord, Lexington, and Lincoln has been moved to FFY 2023. |
| Bridge Replacement, B18-002, Route 111 over I-495 (Boxborough) | Oppose | Organization: CrossTown Connect TMA | Expresses disappointment that the Route 111 over I-495 Bridge Replacement has been removed from the FFYs 2019-23 TIP. |
| Project Selection | Support | Organization: A Better City | Supports six highway and four transit projects in the FFYs 2019-23 TIP. |

Draft Summary of Public Comments
FFYs 2019-23 Transportation Improvement Program (TIP) Public Comment Period

| PROJECT(S) / ISSUE(S) | REQUEST/ SUPPORT/ OPPOSE | COMMENTER(S) | COMMENT |
|--|--------------------------|--|---|
| Project Evaluation | Request | Organization: A Better City | <p>Asks why the Replacement of Allston I-90 Elevated Viaduct was not evaluated, noting that it is scheduled to begin construction in FFY 2022. States that the project should move forward as soon as funds become available, and requests that the evaluation be completed.</p> <p>Adds that the following projects should be evaluated and considered for the TIP, in either the FFYs 2019-23 document or in future amendments:</p> <p>Improvements along Commonwealth Avenue (Boston) McGrath Boulevard Project (Somerville) Mountfort Street and Commonwealth Ave Connection (Boston)</p> |
| Universe of Unprogrammed Projects | Request | Organization: A Better City | Requests that Bus Rapid Transit projects, as they develop, and the South Station Expansion Project be added to the Universe of Unprogrammed Projects and considered for future TIP funding. |
| MBTA Funding | Support | Organization: MBTA Rider Oversight Committee, Capital Investment & Finance Subcommittee | Supports inclusion of the Bridge & Tunnel Program, the Stations & Facilities Program, the Signals/System Upgrade Program, and the Bus Program in the FFYs 2019-23 TIP. |
| Performance-Based Planning and Programming | Support | Organization: MBTA Rider Oversight Committee, Capital Investment & Finance Subcommittee | Supports activities for advancing Performance-Based Planning and Programming as described in Chapter Four of the TIP. |
| TIP Appendices | Support | Organization: MBTA Rider Oversight Committee, Capital Investment & Finance Subcommittee | Expresses appreciation of the ability to review the Universe of Unprogrammed Projects provided in Appendix A and the public comments provided in Appendix C. |
| Community Transportation Program | Request | Organization: MBTA Rider Oversight Committee, Capital Investment & Finance Subcommittee | Requests that future TIPs will increase the funding for the Community Transportation Program from the 0.8% in the current cycle to the 2% recommended by the LRTP. |

Draft Summary of Public Comments
 FFYs 2019-23 Transportation Improvement Program (TIP) Public Comment Period

| PROJECT(S) / ISSUE(S) | REQUEST/ SUPPORT/ OPPOSE | COMMENTER(S) | COMMENT |
|---|--------------------------|--|---|
| Bruce Freeman Rail Trail, Phases 2B and 2D | | | |
| Bruce Freeman Rail Trail (Phase 2B & 2D) | Support | <p>Municipal: Len Simon, Vice Chair, Sudbury Board of Selectmen</p> <p>Organizations: CrossTown Connect TMA, 495/MetroWest Partnership</p> <p>Acton residents: Emily McDowell, Lauren Pollak, Ray Andrews, Maria Kuffner, Nancy Kerr, Franny Osman, Anne Anderson, Greg Antonioli, Kathy Peebles, Judith A. Aronstein, Martin Burke, Barbara Dowds, Joseph Holmes, Bill Smith, Dot Keyworth, Carol Doblewski, Geraldine Abrams, Irwin Abrams</p> <p>Concord residents: Charles Jennings, Barbara Pike, Diane Kerr, Judy Perrin, Dean Sullender, Suzanne Knight, David Clarke, Stuart Johnstone, Caroline Partridge, Elizabeth Seabury, Steve Sutter, Pat Goldstein, Roy Westerberg</p> | <p>Supports inclusion of the Bruce Freeman Rail Trail (Phases 2B & 2D) in the FFYs 2019-23 TIP. The completed project will provide a safe transportation option for cyclists and pedestrians from Sudbury to Lowell, encouraging mode shift and reducing CO2 emissions. The trail will provide recreational opportunities, increased use of local businesses along the trail, and health benefits. Completed portions of the trail have already benefitted the surrounding communities.</p> |
| Bruce Freeman Rail Trail (Phase 2B & 2D) | Support | <p>Sudbury residents: Vincent Lamenzo, Chris Menge, Lucia Ballantine, Margo Creelman, Jason Viehland, Fred Taylor, Clyde Newton, Chad Trexler, Jan Hardenbergh, Alex Glover, Richard Williamson, Anne McCarthy, Terry McCarthy, John C. Drobinski, Sandy Lasky, Thomas Mead</p> <p>Westford residents: Wendy Wolfberg, Emily Teller, David Martin, William Harman, Chris Barrett, Carol S. Engel, Elizabth Galya, Donald Galya, Dawn-Marie Sutton, Molly (no surname given)</p> | <p>Supports inclusion of the Bruce Freeman Rail Trail (Phases 2B & 2D) in the FFYs 2019-23 TIP. The completed project will provide a safe transportation option for cyclists and pedestrians from Sudbury to Lowell, encouraging mode shift and reducing CO2 emissions. The trail will provide recreational opportunities, increased use of local businesses along the trail, and health benefits. Completed portions of the trail have already benefitted the surrounding communities.</p> |

Draft Summary of Public Comments
 FFYs 2019-23 Transportation Improvement Program (TIP) Public Comment Period

| PROJECT(S) / ISSUE(S) | REQUEST/ SUPPORT/ OPPOSE | COMMENTER(S) | COMMENT |
|--|--------------------------|---|---|
| Bruce Freeman Rail Trail (Phase 2B & 2D) | Support | <p>Arlington residents: Russ Cohen, Tom Michelman, Sharon Green Billerica residents: Paula LeClerc, Lynn Barstow, Ricky Hull Boxborough resident: Barry Harsip Carlisle residents: Bob Macauley, Robin Hillyard, Martha Supnik, Bob Stegmaier Chelmsford residents: Kaari Mai Tari, Andrew Barber Charlestown resident: Mary Christine Corr Hudson resident: Nancy Powers Lowell residents: Julia Huestis, Sheila Anderson Kirschbaum Medford resident: John Sieber Weston resident: David Hutcheson Jaffrey, NH resident: Timothy A. Coll Pelham, NH resident: Linda Irish-Simpsons</p> | <p>Supports inclusion of the Bruce Freeman Rail Trail (Phases 2B & 2D) in the FFYs 2019-23 TIP. The completed project will provide a safe transportation option for cyclists and pedestrians from Sudbury to Lowell, encouraging mode shift and reducing CO2 emissions. The trail will provide recreational opportunities, increased use of local businesses along the trail, and health benefits. Completed portions of the trail have already benefitted the surrounding communities.</p> |
| Bruce Freeman Rail Trail (Phase 2B) | Support | <p>Acton resident: Jim Snyder Grant Concord residents: Bob Armstrong, Sue Armstrong</p> | <p>Supports inclusion of the Bruce Freeman Rail Trail (Phase 2B) in the FFYs 2019-23 TIP. Traveling across Route 2 poses safety risks for cyclists and pedestrians. The project will provide a safe transportation option and provide key connections for local travel and commuting.</p> |
| Bruce Freeman Rail Trail (Phase 2D) | Support | <p>Acton resident: Jim Salem</p> | <p>Supports inclusion of the Bruce Freeman Rail Trail (Phase 2D) in the FFYs 2019-23 TIP.</p> |

Draft Summary of Public Comments
FFYs 2019-23 Transportation Improvement Program (TIP) Public Comment Period

| PROJECT(S) / ISSUE(S) | REQUEST/ SUPPORT/ OPPOSE | COMMENTER(S) | COMMENT |
|--|--------------------------|--|--|
| Intersection and Signal Improvements at Kelley's Corner | | | |
| Intersection and Signal Improvements at Kelley's Corner, Route 111, and Route 27 (Acton) | Support | <p>Municipal: Acton Board of Selectmen</p> <p>Organizations: 495/MetroWest Partnership, CrossTown Connect TMA</p> <p>Acton residents: Franny Osman, Jim Salem</p> | <p>Supports inclusion of the Intersection and Signal Improvements at Kelley's Corner in the FFY 2022 element of the TIP. The Town of Acton fell three votes short of the required two-thirds majority to bond additional funds for supplemental engineering and appraisal costs needed to advance the project. The Board of Selectmen voted unanimously to continue supporting the project and request that MassDOT move forward with the 25% design public hearing. The Board unanimously agreed to bring a request to either a Special Town Meeting or the Annual Town Meeting in April 2019 for funding needed to reach 100% design and conduct appraisals, and will also bring forward a warrant article authorizing acquisitions and takings subsequent to the appraisals. The Board feels confident that this work will be completed in time for construction in FFY 2022.</p> |
| Intersection and Signal Improvements at Kelley's Corner, Route 111, and Route 27 (Acton) | Oppose | <p>Organization: Green Acton</p> <p>Acton residents: Terra Friedrichs, Danny Factor, Dennis G. Caristi, Karen Boulet, Michaela Moran, Eleanor Mathews, Greg Bishop, Claudia Bishop, Joann Witek, Matthew Liebman, Kathryn Acerbo-Bachmann, Todd Bachmann</p> | <p>Opposes the design of the Intersection Improvements at Kelley's Corner (FFY 2022). The current 25% design will destroy a significant number of large growth trees, as well as increase curb-to-curb distance for pedestrians, particularly where left turn lanes are planned. The project will also negatively impact local businesses by removing a significant portion of an already minimal parking area.</p> <p>Green Acton proposes a number of solutions to these issues. Acton residents request that the 25% design public hearing be delayed until the plan minimizes the destruction of trees, removes the planned left turn lane and additional turning lane, and decrease speed limits to 20-25 miles per hour for all approaches to the intersection.</p> |
| Intersection and Signal Improvements at Kelley's Corner, Route 111, and Route 27 (Acton) | Oppose | <p>Acton resident: Dave Lunger</p> | <p>Opposes inclusion of the Intersection and Signal Improvements at Kelley's Corner in the FFYs 2019-23 TIP. States that the needed easements will destroy a viable business (not sure what they're referring to here), and roadway widening will cut down old-growth trees that are vital to shade and town character. Additionally, increased vehicular will create a more dangerous condition for pedestrians. Notes that Acton residents voted down a funding request at the Acton Town Meeting, and intentions to restructure the funding to require a majority re-vote has increased local opposition to the project.</p> |

Draft Summary of Public Comments
FFYs 2019-23 Transportation Improvement Program (TIP) Public Comment Period

| PROJECT(S) / ISSUE(S) | REQUEST/ SUPPORT/ OPPOSE | COMMENTER(S) | COMMENT |
|---|--------------------------|--|--|
| Other projects (currently programmed) | | | |
| Reconstruction on Route 126 (Pond Street) (Ashland) | Support | Organization: 495/MetroWest Partnership Municipal: Yolanda Greaves, Ashland Board of Selectmen | Supports inclusion of the Reconstruction on Route 126 in the FFYs 2019-23 TIP. States the project will drive economic development and improve safety conditions. |
| Minuteman Bikeway Extension (Bedford) | Support | Organization: CrossTown Connect TMA Acton resident: Franny Osman | Supports inclusion of the Minuteman Bikeway Extension in the FFYs 2019-23 TIP. States the project will promote health and provide new commuting possibilities. |
| Reconstruction of Melnea Cass Boulevard (Boston) | Oppose | Organization: Friends of Melnea Cass Boulevard | <p>Opposes the project design for the Reconstruction of Melnea Cass Boulevard (FFY 2019), noting a lack of adequate safety for pedestrians at the Tremont Street intersection. The proposed intersections are overly complex and are unlikely to provide convenience or safety improvements. Snow clearance will require plowing snow into the bike path, and pedestrians will face puddles and snow when crossing the street. Additionally, sixty mature trees will be removed.</p> <p>States that the Boston Transportation Department's public outreach has been insufficient. BTM has not addressed public comments made at the 25% design public hearing. Representative Rushing requested that the creation of a task force to develop a more workable plan for the Tremont Street intersection. This task force was not created, and the alternative designs developed by project consultants did not reflect community feedback. A collaborative approach is needed to reach mutually acceptable design decisions.</p> |
| Community Transportation Program | Support | Organizations: CrossTown Connect TMA; MBTA Rider Oversight Committee, Capital Investment & Finance Subcommittee | Supports inclusion of the Community Transportation Program in the FFYs 2019-23 TIP. The program will be a valuable source of seed funding for suburban and rural mobility initiatives, as well as for creating a better transportation network for some of the most vulnerable populations. |

Draft Summary of Public Comments
 FFYs 2019-23 Transportation Improvement Program (TIP) Public Comment Period

| PROJECT(S) / ISSUE(S) | REQUEST/ SUPPORT/ OPPOSE | COMMENTER(S) | COMMENT |
|---|--------------------------|--|--|
| Green Line Extension | Support | <p>Organization: MBTA Rider Oversight Committee, Capital Investment & Finance Subcommittee; A Better City</p> <p>Acton resident: Franny Osman</p> <p>Medford resident: Ken Krause</p> | Supports inclusion of the Green Line Extension in the FFYs 2019-23 TIP. |
| Reconstruction on Route 129 (Lynnfield Street), from Great Woods Road to Wyoma Square (Lynn) | Support | <p>Legislative: Senator Brendan P. Crighton</p> <p>Municipal: Mayor Thomas M. McGee</p> | Requests reprogramming the Reconstruction on Route 129 (FFY 2020) to the FFY 2019 TIP element. Lynnfield Street is a main artery for commuters and commercial vehicles, and daily traffic will see substantial further deterioration of the roadway before FFY 2020, causing safety issues before work can begin as currently programmed. |
| Bridge Replacement, Route 107 over the Saugus River (a.k.a. Belden G. Bly Bridge) (Lynn & Saugus) | Support | <p>Legislative: Senator Brendan P. Crighton</p> <p>Municipal: Mayor Thomas M. McGee</p> | Requests that the Route 107 over the Saugus River bridge replacement remain programmed in FFY 2019 and not be moved out further. The project will address critical public safety and access concerns both on the roadway and the waterway. Detours and the construction of the temporary bridge have impacted local roads since 2009, and the project was originally scheduled for completion in 2014. |

Draft Summary of Public Comments
 FFYs 2019-23 Transportation Improvement Program (TIP) Public Comment Period

| PROJECT(S) / ISSUE(S) | REQUEST/ SUPPORT/ OPPOSE | COMMENTER(S) | COMMENT |
|---|--------------------------|---|--|
| Exchange Street Downtown Improvement Project (Malden) | Support | <p>Municipal: Malden Advisory Committee on Walkability</p> <p>Organizations: Preotle, Lane & Associates; Jefferson Apartment Group; Exchange Street Bistro; Combined Properties; Boda Borg Boston; Berkeley Investments; 126-150 Pleasant Street Associates; Myer Dana and Sons; Kendall Capital; Bike to the Sea</p> | <p>Supports inclusion of the Exchange Street Downtown Improvement Project in the FFYs 2019-23 TIP. Malden Center is in a period of revitalization; numerous development projects have been undertaken, and more are planned in the near future. Exchange Street is a major route through the area, and its deficiencies could hinder revitalization efforts and further investments. Inadequate lighting, deficient sidewalks and crossings, and a lack of bicycle accommodations pose significant safety risks to cyclists and pedestrians; these risks are compounded by a roadway configuration which encourages high vehicular speeds. The proposed improvements will enhance connections for all modes of travel and bolster current and future economic development.</p> |
| Intersection Improvements to Pleasant Street at Village, Vine, and Cross Streets (Marblehead) | Support | <p>Legislative: Senator Brendan P. Crighton, Representative Lori A. Ehrlich</p> | <p>Supports inclusion of the Intersection Improvements to Pleasant Street at Village, Vine, and Cross Streets in the FFYs 2019-23 TIP. The project will improve public safety and ease traffic congestion. Many students use the intersection to access two nearby middle schools, and a student was killed in the intersection in 2009.</p> <p>Senator Crighton Requests that the MPO work to advance the project on or ahead of schedule, and that any changes to the timeline of the project be proactively communicated to the Town of Marblehead.</p> |
| Improvements at Brooks Elementary School (Safe Routes to Schools) (Medford) | Support | <p>Medford resident: Ken Krause</p> | <p>Supports inclusion of the Improvements at Brooks Elementary School in the FFYs 2019-23 TIP. The project will improve mobility, safety, and air quality in a heavily populated, congested, and polluted region.</p> |

Draft Summary of Public Comments
 FFYs 2019-23 Transportation Improvement Program (TIP) Public Comment Period

| PROJECT(S) / ISSUE(S) | REQUEST/ SUPPORT/ OPPOSE | COMMENTER(S) | COMMENT |
|--|--------------------------|---|--|
| <p style="text-align: center;">Intersection Improvements at Route 1A & Upland Rd / Washington St and Prospect St / Fulton St (Norwood)</p> | Support | <p>Municipal: Tony Mazzucco, Norwood General Manager</p> <p>Organization: Neponset Valley TMA</p> | <p>Supports inclusion of the Intersection Improvements at Route 1A & Upland Road in the FFYs 2019-23 TIP. Improvements to sidewalk accessibility, bike lanes, and enhancements to the intersections will improve connectivity and safer access in the area. The project will align with the Town of Dedham's revitalization project and will improve economic vitality for the Town. The Town has leveraged \$450,000 from nearby developments to fund the design, and will submit 75% design documents in June. The project is the top priority on the TIP for the Town of Norwood.</p> |
| <p style="text-align: center;">Intersection Improvements at Route 1A and University Avenue / Everett Street (Norwood)</p> | Support | <p>Municipal: Tony Mazzucco, Norwood General Manager</p> <p>Organization: Neponset Valley TMA</p> | <p>Supports inclusion of the Intersection Improvements at Route 1A and University Avenue. The project will improve capacity and reduce congestion, particularly during peak hours, address the high crash rate, and improve pedestrian facilities. The project is currently at 25% design and a Design Public Hearing date is anticipated soon. The project is the Town of Norwood's second priority on the TIP.</p> |
| <p style="text-align: center;">Intersection and Signal Improvements at Route 1A (Paradise Road) at Swampscott Mall (Swampscott)</p> | Support | <p>Legislative: Senator Brendan P. Crighton, Representative Lori A. Ehrlich</p> | <p>Supports inclusion of the Intersection and Signal Improvements at Route 1A at Swampscott Mall in the FFYs 2019-23 TIP. The project will have a significant impact on vehicular and pedestrian safety.</p> <p>Senator Crighton requests that the MPO work to advance the project on or ahead of schedule, and that any changes to the timeline of the project be proactively communicated to the Town of Swampscott.</p> <p>Representative Ehrlich requests that some funding be allocated to improve crosswalk safety at 990 Paradise Road, attaching a petition with over 100 signatures requesting installation of a pedestrian signal.</p> |

Draft Summary of Public Comments
 FFYs 2019-23 Transportation Improvement Program (TIP) Public Comment Period

| PROJECT(S) / ISSUE(S) | REQUEST/ SUPPORT/ OPPOSE | COMMENTER(S) | COMMENT |
|---|--------------------------|---|--|
| Rehabilitation of Mount Auburn Street (Watertown) | Support | Municipal: Matthew Shuman, Town Engineer | Supports inclusion of the Rehabilitation of Mount Auburn Street in the FFYs 2019-23 TIP. The project area has several safety issues, including a lack of bicycle accommodations and substandard sidewalks. The Coolidge Square segment of the corridor has been identified as a High Crash Location. The proposed improvements will transform the corridor from a four-lane arterial into a cyclist and pedestrian-friendly street. Lane reduction, where feasible, will allow for bicycle lanes and wider sidewalks. Curb extensions at crosswalks will reduce crosswalk lengths and increase visibility. |
| TIP Process and Documentation | | | |
| Equitable Project Selection | Support | Acton resident: Franny Osman | Supports the MPOs efforts to study and improve equity in project selection. |

ALL WRITTEN PUBLIC COMMENTS RECEIVED

RE: FFYs 2019–2023 Transportation Improvement Program (TIP)
Public Comment Period

Table of Contents

Page 1: Regional Transportation Advisory Council

Page 3: Regionally-Focused Organizations

Page 16: Bruce Freeman Rail Trail, Phases 2B and 2D

Page 96: Intersection Improvements at Kelley's Corner

Page 102: Other projects (currently programmed)

REGIONAL TRANSPORTATION ADVISORY COUNCIL



May 10, 2018

Re: Federal Fiscal Years 2019-2023 Transportation Improvement Program

Dear Mr. Mohler,

The Regional Transportation Advisory Council is an independent group of citizen and regional advocacy groups, municipal officials, and agencies charged by the Boston Region Metropolitan Planning Organization (MPO) with providing public input on transportation planning and programming.

The Advisory Council has reviewed and discussed the draft Federal Fiscal Years (FFY) 2019–23 Transportation Improvement Program (TIP). We appreciate the effort MPO staff have taken to discuss the proposed TIP projects and selection process with the Advisory Council.

The Advisory Council offers the following comments on the 2019–23 TIP:

1. We support the MPO's direction to redirect funding from major investments to Complete Streets, intersection improvements, bicycle/pedestrian, and community transportation. We note that major investments still comprise 52 percent of the overall TIP allocation vs. a target of 44 percent, so the TIP is getting closer to but still not achieving the target.
2. We request the MPO to consider whether there may be any equity issues associated with the process for how the universe of projects is developed. For example, smaller or less wealthy communities may not have the resources to perform the initial design, engineering, and permitting work that is needed to advance a project to readiness for construction. If this is a barrier to developing beneficial projects, we ask that the MPO consider setting aside resources in addition to the existing technical assistance provided by Metropolitan Area Planning Council (MAPC) and Central Transportation Planning Staff (CTPS).
3. While we realize that the Community Transportation program is still being developed, we suggest that a consistent dollar amount for the program be set aside from year to year to provide stability and predictability for this program once it is fully operational.
4. We support the public comment period for the TIP, the Unified Planning Work Program (UPWP), and the Long-Range Transportation Plan (LRTP) remaining at 30 days to allow sufficient time for input from citizens' groups that may meet once a month or less.
5. The Advisory Council appreciates the additional detail provided in the online TIP project database and finds the database very helpful for understanding the proposed projects and their benefits. While most of the projects appear to adhere to Complete Streets principles per Massachusetts Department of Transportation (MassDOT) and MPO policy, the Advisory Council

has noted a few specific cases where the description may need to be clarified or the project design revisited to ensure multimodal accommodations are fully provided, for example:

- a. Route 135, Hopkinton (606043)—No bicycle accommodations are described. Can a justification be provided or does this need to be considered in the design?
- b. Ferry Street, Everett (607652)—No bicycle accommodations are described. Can a justification be provided or does this need to be considered in the design?
- c. Melnea Cass Boulevard, Boston (605789)—The project description references on-road existing and proposed bike lanes. It is our understanding that currently there is an off-street path. Will this continue to be the case?
- d. Boylston Street, Boston (606453)—On-street bike lanes are proposed. Can a separated bike lane be considered on this busy street?

We appreciate the opportunity to express our thoughts to the MPO.

Sincerely,

Tegin Teich, Chair
Regional Transportation Advisory Council

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Monday, May 14, 2018 5:40 PM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] Public Comment Letter 2019-2023
Transportation Improvement Plan (Sent by Karen Dumaine,
director@neponsetvalleytma.org)

Karen Dumaine (director@neponsetvalleytma.org) sent a message using the contact form at <http://ctps.org/contact>.

Dear Ms. Kleyman,

On behalf of the Neponset Valley Transportation Management Association, (TMA) please accept the following comments regarding the development of the 2019-2023 Transportation Improvement Plan.

The Neponset Valley TMA region encompasses the towns of Canton, Dedham, Foxborough, Norwood, and Westwood. The TMA acts as a formal structure for transportation collaboration focused on reducing traffic congestion and air pollution while increasing mobility and commuting options. The Neponset Valley TMA works with communities to address transportation concerns and increase economic development opportunities, and with employers to provide their employees with commuter services that promote a wider range of options for getting to and from work.

Firstly, a major project with strong impacts on the Neponset Valley region – the I-95/I-93 interchange in Canton/Westwood (TIP Project Hwy 87790) – which was fully funded and begun has stalled. This interchange is a pivotal project for keeping our region competitive and will help reduce traffic congestion in the area. It is also a critical project to achieve the full economic development potential envisioned with the University Station project on the Providence/Stoughton Line in Westwood. Additionally, it will address long-held safety concerns at the interchange. For these reasons we strongly encourage the completion of the Canton interchange be included in the FY19-23 TIP.

We strongly support the following projects:

- TIP Project ID 602261 - Reconstruction of Rt. 1A in Walpole in 2020.
This reconstruction will help to alleviate congestion on this heavily travelled route and create improved multimodal infrastructure. Improved intersections and pedestrian facilities such as sidewalks will make walking and biking safer which is particularly important due to a number of MBTA bus stops along this road.
- TIP Project ID: 606130 - Intersection Improvements at Route 1A & Upland Road/Washington Street & Prospect Street/Fulton Street, Norwood in 2021 This intersection serves as an important link between downtown Norwood, Westwood and beyond towards Boston, as well as an important emergency route to Norwood Steward Hospital. Route 1A also serves as an attractive alternate route to Route 1. The planned roadway capacity, condition and traffic control improvements (i.e. signals, signs, markings) will significantly improve the congestion issues and address the high crash rate experienced at this location. With the proposed pedestrian controls, pedestrian safety will be significantly improved in order to gain access to the nearby Oldham Elementary School and MBTA 34E bus line.
- TIP Project ID: 605857 - Intersection Improvements at Route 1 & University Avenue/Everett Street, Norwood in 2022 This intersection services the Route One traffic travelling northbound towards Route 95/128 during the morning commute and evening commuters travelling southbound towards Norwood, Westwood and all points south towards Rhode Island. It also provides service to increased development in Westwood towards the west and University Station and the Amtrak train station towards the east. The

planned work will improve capacity and reduce congestion, particularly during peak commuting times, address the high crash rate, provide enhanced pedestrian controls and construct additional sidewalks.

- TIP Project ID: 607899 - Pedestrian Improvements along Bussey Street, Dedham in 2023

This major corridor is used heavily by pedestrians, school children, bicyclists, and motorists to connect a neighborhood commercial area, playground, recreation area, and schools. Improvements to sidewalk accessibility, bike lanes, and enhancements to the intersections will help improve connectivity and safer access for the area. This project will also align with Dedham’s revitalization project and will help boost the economic vitality for the Town.

Neponset Valley TMA Members:

- Boston Mutual, Canton
- Computershare, Canton
- Eversource, Westwood
- University Station, Westwood
- New Bridge on the Charles, Dedham
- New England Baptist Outpatient Center, Dedham
- LTX/Xcerra, Norwood
- Mercer, Norwood
- Moderna, Norwood
- Universal Technical Institute, Norwood
- David Spiegel Realty Group, Norwood
- Gillette Stadium/Patriot Place, Foxborough
- Schneider Electric, Foxborough
- Town of Canton
- Town of Dedham
- Town of Foxborough
- Town of Norwood
- Town of Westwood
- Neponset Valley Chamber of Commerce

If you need further information or have any questions, please don’t hesitate to contact me at 781-404-5023 or email kdumaine@transactionassoc.com.

We highlight the need to focus on innovative, collaborative, and cross-jurisdictional approaches to transportation, mobility, and economic development challenges in order to ensure that the region functions as a whole that is more than the sum of its parts.

We thank you for your consideration of our comments.

All the best,

Karen Dumaine

Karen Dumaine
Director, Neponset Valley TMA

ZIP code: 01801



200 FRIBERG PARKWAY
WESTBOROUGH, MA 01581
774-760-0495
495PARTNERSHIP.ORG

May 18, 2018

Mr. David Mohler, Chair
Boston Region Metropolitan Planning Organization
10 Park Plaza, Suite 2150
Boston, MA 02116

RE: Boston Metropolitan Planning Organization’s draft Transportation Improvement Program, FFY 2019-2023

Dear Mr. Mohler:

On behalf of the 495/MetroWest Partnership, please accept the following as our official comments regarding the draft *Transportation Improvement Program (TIP)* for FFY 2019 to FFY 2023.

The 495/MetroWest Partnership is a non-profit advocacy organization serving thirty-five communities, over 600,000 residents, and an employment base of over \$24 billion per year. The Partnership seeks to address regional needs through public-private collaboration by working to enhance economic vitality, improve quality of life and sustain natural resources. The Partnership focuses on helping to alleviate regional constraints and limitations, and conducts numerous initiatives on transportation, workforce housing, brownfields, and water resources.

With our latest economic analysis, we know that the 495/MetroWest region continues to grow thanks to a diverse economic base and a high quality of life. While this growth has resulted in opportunities and benefits, transportation challenges remain. If ignored, these challenges threaten the quality of life and economic wellbeing of a region that has become an economic engine for the Commonwealth. Our regional transportation challenges affect the state’s ability to remain economically competitive. These challenges include: increasing traffic congestion, an increase in vehicle miles traveled, highway capacity issues, gaps in public transit coverage, and aging transportation infrastructure. Four years later, our 2014 *495/MetroWest Top Ten Transportation Nightmares*, a publicly nominated list, still speaks directly to the region’s priorities, which span highway, transit, bike and pedestrian needs.

We recognize that there are not enough financial resources to meet all the transportation demands of the Greater Boston region; the fiscal challenges related to the state’s transportation infrastructure have been well documented and have become part of the public and legislative discourse. Additionally, the Partnership’s unified position, balanced amongst diverse public and private interests, recognizes the importance of adequately and equitably funding transportation needs in the 495/MetroWest region and throughout the Commonwealth. The draft TIP for FFY 2019-2023 is another clear indication of the condition of transportation financing in the Greater Boston region.

Despite a growing list of needs in the Universe of Unprogrammed Projects, we greatly appreciate the 495/MetroWest projects included in the FFY 2019-2023 TIP, and as such, would like to note our strong support for the following projects in our region:

(Newly added projects are emboldened)

FFY 2019

- Acton - Concord - Bruce Freeman Rail Trail Construction (Phase II-B) (Project #606223)
- Acton - Intersection & Signal Improvements on SR2 & SR111 (Massachusetts Avenue) at Piper Road & Taylor Road (#607748)
- Marlborough - Resurfacing and related work on Route 20 (Project #608467)
- Milford - Hopedale - Resurfacing & Intersection Improvements on Route 16 (Main Street), from Water Street West to approximately 120 feet west of the Milford/Hopedale T.L. and the intersection of Route 140 (Project #607428)
- Natick - Reconstruction of Route 27 (North Main Street), from North Avenue to the Wayland T.L. (Project #605034)
- Stow - Bridge Replacement, S-29-11, Box Mill Road over Elizabeth Brook (#608255)
- Sudbury - Intersection Improvements at Route 20 & Landham Rd (#607249)

FFY 2020

- Ashland - Reconstruction on Route 126 (Pond Street), from the Framingham T.L. to the Holliston T.L. (Project #604123)
- Hopkinton - Signal & Intersection Improvements on Route 135 (Project #606043)
- Foxborough - Walpole - Resurfacing and related work on Route 1 (Project #608480)
- Stow - Bridge Replacement, S-29-001, (ST 62) Gleasondale Rd over the Assabet River (Project #605342)

FFY 2021

- Acton - Intersection & Signal Improvements on SR2 & SR111 (Massachusetts Ave) at Piper Rd & Taylor Rd (#607748)
- Framingham - Reconstruction of Union Avenue, from Proctor St. to Main St. (Project #608228)
- Maynard - Bridge Replacement, M-10-006, Florida Rd over Assabet River (Project #608637)

FFY 2022

- Acton - Intersection & Signal Improvements at Kelley's Corner, Route 111 (Massachusetts Avenue) and Route 27 (Main Street) (Project #608229)
- Foxborough - Plainville - Wrentham - Franklin - Interstate Maintenance and related work on I-495 (Project #608210)
- Foxborough - Canton - Norwood - Walpole - Stormwater Improvement along Route 1, 1A, and I-95 (Project #608599)
- Hopkinton - Westborough - Reconstruction of I-90/I-495 Interchange (Project #607977)
- Sudbury - Bike Path Construction (Bruce Freeman Rail Trail) (Project #608164)

FFY 2023

- Bellingham - Rehabilitation & Related Work on Route 126, From Douglas Dr. to Route 140 (#608887)
- Hopkinton - Westborough - Reconstruction of I-90/I-495 Interchange (Project #607977)
- Littleton - Ayer - Intersection Improvements on Route 2A at Willow Rd. and Bruce St. (#608443)
- Marlborough - Improvements at Route 20 (East Main St) at Curtis Ave. (#608566)
- Wrentham - Construction of a Slip Ramp from Route 1A NB to I-495 SB and Associated Intersection Improvements along Route 1A (#603739)

We are perplexed that the Foxborough Bridge Replacement, B-18-002, Route 111 over I-495 Project #608009, does not appear to be listed in FFY 2020 & 2021 (as it was in last year's TIP), despite the fact

that it is referenced as being currently programmed (see p. 183 in Table C-1). Additionally, the Partnership supports the request by Adam Duchesneau, Boxborough’s Town Planner, to include new sidewalks on the bridge project.

Given our years of advocacy on behalf of the project, again this year we would like to recognize the inclusion of the I-90/I-495 Interchange Improvements to the Boston MPO’s TIP. We continue to look forward to the positive impacts this project will have on not only the 495/MetroWest Region but on the many drivers from around the Commonwealth who utilize this interchange on a daily basis. We are also pleased by the inclusion of a variety of new projects that traverse several sub-regions, as highlighted above.

We also greatly appreciate the addition of 495/MetroWest regional projects in Bellingham, Littleton, Sudbury, and Wrentham, some of which have been lingering on the Universe of Unprogrammed Projects, to the FFY 2019-2023 TIP.

Additionally, we would note the inclusion of projects identified in our 2014 *495/MetroWest Top Ten Transportation Nightmares*, namely the slip ramps and associated intersection improvements at I-495 and Route 1A in Wrentham (#8 on our list). The Partnership also strongly supports the MPO’s consistent funding to the MetroWest RTA. The #3 Nightmare in 495/MetroWest was identified as “Suburban Mobility Challenges: First Mile, Last Mile & a Few in Between”, which speaks to the continued need for expanded transit services in our region. The funding for various MetroWest RTA projects is essential to the growth of transit options in our region. The MetroWest RTA has proven a good steward of any and all state and federal resources, continually expanding services as well as bringing innovation to the system. The availability of transit in our suburban communities has increasingly become an economic development issue, with employers wanting to attract workers who require last mile service from the Commuter Rail stations to job centers in our region. We feel the MetroWest RTA, along with various TMA partners in the region, is best positioned to meet the first/last mile needs in our region. The Partnership strongly supports all of the resources made available to the MetroWest RTA in this TIP.

We appreciate the ongoing reforms at MassDOT and the MBTA under the leadership of Governor Baker, Lt. Governor Polito, and Secretary of Transportation Pollack, but also recognize the inadequate and uncertain level of funding for transportation projects. The lack of sound financial footing for transportation infrastructure going forward continues to jeopardize the Commonwealth’s and the region’s continued economic success. Due to these financial straits, major projects that would have significant regional impact sit idle in the TIP’s Universe of Unprogrammed Projects list, which continues to grow as the resources to address those needs remain elusive.

Below is a listing of projects within the Partnership’s service area, with *Nightmares* projects emboldened and new projects italicized, for which we offer our support. As a point of background, the Nightmares list was generated through a public nomination process coordinated by the Partnership with *MetroWest Daily News*. Following a series of articles and a three month nomination process, members of a Partnership sub-committee of transportation professionals, conducted a thorough review of the nominations to determine regional priorities for transportation planning and infrastructure investment.

| <u>ID</u> | <u>Municipality</u> | <u>Name</u> |
|-----------|---------------------|---|
| 608436 | <i>Ashland</i> | <i>Rehabilitation & rail crossing improvements on Cherry St.</i> |
| 604862 | Bellingham | Ramp Construction and Relocation, I-495 at Route 126 |
| 604453 | Bellingham | Improvements at 2 Locations: Mechanic St/Mendon St. (Route 140) and North Main St/South Main St (Route 126) |

| | | |
|--------|------------------------------|---|
| N/A | Bellingham | South Main St. (Route 126) - Elm St to Douglas Dr Reconstruction |
| 608006 | Framingham | Pedestrian Hybrid Beacon Installation at Route 9 and Maynard Rd. |
| 608889 | Framingham | Traffic signal installation at Edgell Rd at Central St. |
| 602038 | Framingham | Edgell Road Corridor Project |
| 603865 | Framingham | Signal and Intersection Improvements at Route 9 and Temple St. |
| 606109 | Framingham | Intersection Improvements at Route 126/135/MBTA and CSX Railroad (Noted inclusion in LRTP 2026-30) |
| 601359 | Franklin | Reconstruction of Pleasant St, from Main St. to Chestnut St. |
| 605745 | Holliston | Reconstruction on Route 16, from Quail Run to the Sherborn T.L. |
| 602154 | Holliston | Resurfacing and related work on Route 126 (Concord St.) |
| 602462 | Holliston | Signal Installation at Route 16/126 and Oak St. |
| 601906 | Hudson | Bridge Replacement, Cox St. over the Assabet River |
| 603345 | Hudson, Marlborough | Reconstruction on Routes I-290 and I-495 and Bridge Replacement |
| 604231 | Marlborough | Intersection & signal improvements on Route 20 at Concord Rd |
| 604697 | Marlborough | Reconstruction of Farm Rd., from Cook Lane to Route 20 |
| 604735 | Medfield | Reconstruction of North St., from Frairy St. to Pine St. |
| 608045 | Milford | Rehabilitation on Route 16, from Route 109 to Beaver St. |
| 602364 | Millis | Reconstruction of Village St., from Main St. to the Medway T.L. |
| 605313 | Natick | Bridge Replacement Route 27 over Route 9 & Interchange Improvements (Noted inclusion in LRTP 2021-25) |
| 607701 | Southborough, Westborough | Improvements at I-495 and Route 9 |
| 604745 | Wrentham | Reconstruction of Taunton St. (Route 152) |

The Partnership welcomes the transparency offered in Appendix E, outlining the TIP Target Funding by Subregion and by Municipality, and based on that table, we would note that several of the communities with projects lingering on the Universe of Unprogrammed Projects list are still not scheduled to receive any funding and based on the FFY18-22 TIP's Table H-1 have not received any TIP funding as far back as 2008, and possibly further back. Communities in the 495/MetroWest region which fit into this category

include, but may not be limited to: Holliston, Medfield, and Millis. Several other of our communities have received no TIP funding from 2008-2022, and do not even have projects ready for consideration. This speaks to the ongoing challenge for municipalities to fund project designs, only to have the designs be outdated by the time consideration for the TIP is feasible. The Partnership will continue to advocate to policymakers about flipping this paradigm, recommending consideration of state design funding in exchange for partial municipal funding for projects.

Understanding that the Inner Core represents a large portion of population and employment in the Boston MPO region, it is important to recognize that the Inner Core also has greater resources and staffing, as well as greater access to transit options than subregions like SWAP, which will see only 1% of regional target funding from 2018-2022. Not to mention the fact that 495/MetroWest residents are the skilled and highly educated workforce filling many jobs in the Inner Core and using the highway and transit systems in the 495/MetroWest Region to get to the Inner Core. With this in mind, the Partnership feels strongly that the MAGIC, MetroWest, SWAP, and TRIC subregions require more than 26% of target funding given that they represent 42% of federal-aid roadway miles (Figure E-1).

Beyond projects on the Universe list with no clear path to construction, we do, however, recognize and appreciate the advancement of the Route 126/135/MBTA & CSX project in Framingham to the Boston MPO's Long Range Transportation Plan in FFY 2026-2030, as well as the Natick Bridge Replacement on Route 27 over Route 9 (LRTP 2021-2025).

The Partnership is well aware that transportation needs in the 495/MetroWest region far outweigh the financial resources for any given fiscal year in the entire Boston Region MPO's TIP. However, we encourage you and the other members of the Boston MPO to recognize the economic impact of delaying projects in our region. Projects like Improvements at I-495 & Route 9 and Reconstruction of I-290/I-495 Interchange must be addressed sooner rather than later to successfully confront congestion, safety, air quality, and sustainable development issues in the 495/MetroWest Region.

If there are any questions regarding these projects or our commentary on the TIP, please contact Jessica Strunkin at 774.760.0495 x.101, or by email at Jessica@495partnership.org. Thank you for your time and consideration.

Sincerely,



Paul F. Matthews
Executive Director



Jessica L. Strunkin
Deputy Director



May 16, 2018

Attn: Alexandra Kleyman, TIP Manager, Central Transportation Planning Staff

RE: 2019-2023 Transportation Improvement Program

On behalf of CrossTown Connect Transportation Management Association (TMA), please accept the following comments regarding this year's draft TIP.

CrossTown Connect TMA is a public-private partnership between the communities of Acton, Boxborough, Littleton, Maynard, and Westford and businesses located therein. The TMA acts as a formal structure for transportation collaboration focused on reducing traffic congestion and air pollution while increasing mobility and commuting options. CrossTown Connect works both with communities to address transportation concerns and increase economic development opportunities and with employers to provide their employees with commuter services that promote a wider range of options for getting to and from work.

The region in which CrossTown Connect is situated relies heavily on the transportation infrastructure of Rt. 2, Interstate 495, Alewife and the Red Line, and the Fitchburg Commuter Rail Line to get employees, visitors, and goods into and out of the region. Because of our location on the periphery three different MPO's (Boston, NMCOG, MRPC) and three different RTA's (MBTA, LRTA, MART) transportation options other than single occupancy vehicles are hard to come by. In fact, aside from the Fitchburg Line there is only one RTA-operated fixed route in any of our communities (LRTA #15). As the 495 Technology Corridor continues to grow CrossTown Connect TMA is addressing increasing congestion and GHG pollution with last-mile solutions as part of our overall strategy to help the region to grow in a smart way.

CrossTown Connect TMA is in full support of the following TIP projects that are programed in this draft to help improve the transportation infrastructure in, around, and accessing our region:

FY2019

607249 - SUDBURY- INTERSECTION IMPROVEMENTS @ ROUTE 20 & LANDHAM ROAD

606223 - ACTON- CONCORD- BRUCE FREEMAN RAIL TRAIL CONSTRUCTION, INCLUDES REPLACING BRIDGE C-19-037, RAIL TRAIL OVER NASHOBA BROOK, NEW BRIDGE C-19-039, RAIL TRAIL OVER ROUTE 2 & NEW CULVERT C-19-040, ROUTE 2 OVER WILDLIFE CROSSING (PHASE II-B)

FY2020

605342 - STOW- BRIDGE REPLACEMENT, S-29-001, (ST 62) GLEASONDALE ROAD OVER THE ASSABET RIVER

FY2021

608637 - MAYNARD- BRIDGE REPLACEMENT, M-10-006, CARRYING FLORIDA ROAD OVER THE ASSABET RIVER

607748 - ACTON- INTERSECTION & SIGNAL IMPROVEMENTS ON SR 2 & SR 111 (MASSACHUSETTS AVENUE) AT PIPER ROAD & TAYLOR ROAD

607977 - HOPKINTON- WESTBOROUGH- RECONSTRUCTION OF I-90/I-495 INTERCHANGE

Although the following project is not within our CrossTown Connect mini-region, we also support the I-90/495 interchange reconstruction due to its impacts on traffic flow in the greater region. This interchange has been a concern for some time and this project will have positive impacts on the broader 495/MetroWest region.

FY2022

CrossTown Connect supports the following project as we support virtually all connectivity improvements to bicycle infrastructure in the region. The minuteman bikeway is an important separated bike/ped. facility that links Concord to Alewife and the urban core as well as linking the communities along it.

607738 - BEDFORD- MINUTEMAN BIKEWAY EXTENSION, FROM LOOMIS STREET TO THE CONCORD T.L.

Likewise, we also support the Sudbury portion of the Bruce Freeman Rail Trail:

608164 - SUDBURY- BIKE PATH CONSTRUCTION (BRUCE FREEMAN RAIL TRAIL)

608229 - ACTON- INTERSECTION & SIGNAL IMPROVEMENTS AT KELLEY'S CORNER, ROUTE 111 (MASSACHUSETTS AVENUE) AND ROUTE 27 (MAIN STREET)

We are very pleased to see the Kelly's Corner project on this year's TIP! This will be a very important project to the Town of Acton and the neighborhood. This is a center of commerce in Acton in addition to medical facilities, a regional high school and middle school, and residential areas. This intersection sees a lot of traffic backup and improvements will help create better traffic flow and safety.

FY2023

608443 - LITTLETON- AYER - INTERSECTION IMPROVEMENTS ON ROUTE 2A AT WILLOW ROAD AND BRUCE STREET

608495 - CONCORD- LEXINGTON- LINCOLN- RESURFACING AND RELATED WORK ON ROUTE 2A

We are disappointed that this project has been moved further out to 2023 on the TIP

Although we understand that funds are tight in transportation, we are nevertheless disappointed that the following project seems to have been removed from the TIP (unless I'm mistaken):

608009 - BOXBOROUGH- BRIDGE REPLACEMENT, B- 18-002, ROUTE 111 OVER I-495

We are very happy to see the Community Transportation Program (BN0009) on the TIP beginning in 2021 as we believe this will be a valuable source of seed funding for suburban and rural mobility initiatives as well as for creating a better transportation network for some of the most vulnerable populations.

Before closing, I would be remiss if we did not mention our support for modernizing and increasing the reliability of the MBTA, particularly the Red Line which comes closest to our region. There are a number of corporate and other shuttles that use Alewife Station as a beginning and end point and this station is a gateway to the city for our region. We need the MBTA to run efficiently in order for our services to run efficiently and our region to benefit as much as possible and this means investment in aging infrastructure and equipment. With this in mind we are thankful for the investment the MBTA is making in new Red Line vehicles and look forward to their introduction to increase reliability and capacity.

Finally, we would like to thank you for the opportunity to offer this commentary. By soliciting input on these important planning documents you show a commitment to an open, transparent and democratic process of project development.

Sincerely,

Scott Zadakis
Executive Director

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Friday, May 18, 2018 4:24 PM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] FFY 2019-2023 TIP Comment Letter (Sent by Rick Dimino, rdimino@abettercity.org)

Rick Dimino (rdimino@abettercity.org) sent a message using the contact form at <http://ctps.org/contact>.

May 18, 2018

David Mohler, Chair Designee
Boston Region Metropolitan Planning Organization State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116-3968

Re: Comments on Boston Region MPO Draft FFY 2019-2023 Transportation Improvement Program

Dear Mr. Mohler:

On behalf of A Better City, I am pleased to submit the following comments on the Draft FFY 2019-2023 Transportation Improvement Program of the Boston MPO.

A Better City is a business and institutional membership organization that advocates for sustainable transportation and development.

We are pleased to see that the MPO's goals and the evaluation criteria developed for this purpose have identified a list of worthwhile projects to be supported by the financially constrained resources available for the five year period covered by this document. These projects include many projects that are priorities of A Better City and its members, such as:

§ Reconstruction of Melnea Cass Boulevard (605789) § Bridge Rehabilitation, North Washington Street over the Boston Inner Harbor (604173) § Reconstruction of Rutherford Avenue, from City Square to Sullivan Square (606226)
§ Resurfacing and Related Work on Route 28 (608484) § Green Line Extension Project – Extension to College Avenue with the Union Square Spur (1570) and Green Line Extension Project (5309) § Chelsea – Route 1 Viaduct Rehabilitation (SB/NB) on C-09-007 & C-09-001 (605287)
§ MBTA Revenue Vehicle Program, Signals/Systems Upgrade Program & Stations and Facilities Program (5307 and 5337)
§ MBTA Bus Program (5339)

We look forward to the expeditious implementation of these projects as described in the table of target programming.

The Universe of Projects (Table A-1) in Appendix A developed by the MPO staff but not planned for evaluation in FFY 2018 includes "Replacement of Allston I-90 Elevated Viaduct, B-16-359, including Interchange Reconstruction Beacon Park Yard Layover and West Station (606475)" which is scheduled to begin construction before FFY 2022. What is the reason for not evaluating this major project at this time? This is a critical project that should move forward as soon as funding becomes available, and its evaluation should be completed now.

Other projects from Table A-1 that were evaluated by not advanced in this TIP include the following:

- § Improvements Along Commonwealth Avenue from Alcorn Street to Warren/Kelton Streets (Phases 3 and 4) in Boston (608449)
- § McGrath Boulevard Project in Somerville (607981)
- § Mountfort Street and Commonwealth Ave Connection (608956)

These projects deserve additional consideration, if not in this TIP, then in future amendments and future TIPs.

Finally, other projects that should be added to the Universe of Projects include a number of Bus Rapid Transit projects and routes being considered in the urban core. As further information about these projects is developed, the BRT projects should be considered for future amendments.

Since the MEPA FEIR has been completed and the federal Draft Environmental Assessment is underway, The South Station Expansion Project should also be added to the Universe of Projects for work that will begin during the period of this TIP if funding is available.

We hope that these comments will be helpful in refining the content of the Draft Transportation Improvement Program.

Sincerely,

Richard A. Dimino
President and CEO

ZIP code: 02109

MBTA Rider Oversight Committee

May 18, 2019

RE: FY 2019-23 Draft Transportation Improvement Program

Dear Members of the Boston MPO,

Below are comments from the Capital Investment & Finance Subcommittee of the MBTA Rider Oversight Committee regarding the Draft FY2019-23 Transportation Improvement Program (TIP)

1. We support the funding levels provided to the MBTA via the Green Line Extension, the Bridge & Tunnel Program, the Stations & Facilities Program, the Signals/Systems Upgrade Program, and the Bus Program. We especially appreciate the details for these programs provided in Table 3-4.
2. We support funding for the Community Transportation Program. Though we understand that the reason that the spending doesn't occur until FY21 is due to the need for the results of research that will be conducted in the preceding years, we are hopeful that the dedicated funds will be spent in FY21-23. We also hope that future TIPs will increase the funding for Community Transportation Program from the current 0.8% in this cycle to the 2% recommended by the Long-Range Transportation Plan.
3. We support the activities for advancing Performance-Based Planning and Programming as describe at the end of Chapter Four.
4. We appreciate the ability to review the Universe of Unprogrammed Projects provided in Appendix A and the public comments provided in Appendix C.

With thanks for your attention,

The Capital Investment & Finance Subcommittee of the MBTA Rider Oversight Committee

As Vice chair of the Sudbury Board of Selectmen I write to urge support Phases 2B (bridge over Rt. 2) and 2D (Concord/Sudbury line to Station Road in Sudbury) of the Bruce Freeman Rail Trail.

Sudbury Town Meeting has voted 5 times since 2012 to advance and fund design of the BFRT. It has voted overwhelmingly in favor of design funding in 2014, 2016, and 2017. The BFRT is the most popular project in Sudbury and enjoys broad popular support. I have consistently advocated for the BFRT and have received encouragement for it from many, many residents.

The 25% design work has been slow, behind schedule, and inefficient, due to the poor performance of VHB, the engineer design engineer firm. The town is seeking an another design contractor to replace VHB.

While the vast of Sudbury residents have consistently voted for the BFRT, including design funding, and want to see it happen as soon as possible, a few residents have raise obstacles, which has slowed progress. In fact, design funds, voted in May 2017, are available to continue the design work. We just need to select a new design contractor.

Last December the Board of Selectmen voted completion of the BFRT to be a goal, including acquisition of the CSX piece, that is, corridor from Station Road to the Framingham line.

It is regrettable that a small handful of residents, some of whom now sit on the Board of Selectmen, are opposing the will of the Town.

The obstacles they have raised will be overcome, and the will of the good residents of Sudbury will not be denied.

Len Simon

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Tuesday, May 08, 2018 1:28 PM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] BFRT Support - Phases 2B and 2D - TIP Comments (Sent by Emily McDowell, emilyhmcowell@yahoo.com)

Emily McDowell (emilyhmcowell@yahoo.com) sent a message using the contact form at <http://ctps.org/contact>.

I STRONGLY support this trail in every way for the following reasons:

Safe transportation to destination

Substitute for automobile trips

Use of local merchants near the BFRT

Health benefits

Recreation benefits

Community benefits

Tourism (e.g., use of trail by out-of-town guests) The absolute slam dunk of building Phase 2B which will connect the currently open Phases 1 and 2A to the north with currently under construction Phase 2C to the south.

Thank you!

ZIP code: 01720

----- Forwarded message -----

From: **Contact form at Boston Region MPO** <drupaluser@ctps.org>

Date: Tue, May 8, 2018 at 11:42 AM

Subject: [Bicycle/Pedestrian/Livability Activities] Bruce Freeman Trail (Sent by Lauren Pollak, lpollak611@gmail.com)

To: cclaude@ctps.org, jrowe@ctps.org

Lauren Pollak (lpollak611@gmail.com) sent a message using the contact form at <http://ctps.org/contact>.

Our family is LOVING the newly finished Bruce Freeman Trail extension through Acton. Our 13 y/o is finally off the computer and asking to go biking. The path is scenic, well constructed, and provides easy access to a number of businesses that we had to previously drive to. What a huge boost to our quality of life!

ZIP code: 01720

----- Forwarded message -----

From: **Contact form at Boston Region MPO** <drupaluser@ctps.org>

Date: Mon, May 7, 2018 at 11:16 PM

Subject: [Bicycle/Pedestrian/Livability Activities] Bruce Freeman Rail Trail Phases 2B & 2D (Sent by Ray Andrews, rayandrews@comcast.net)

To: cclaude@ctps.org, jrowe@ctps.org

Ray Andrews (rayandrews@comcast.net) sent a message using the contact form at <http://ctps.org/contact>.

I am a member of the Bruce Freeman Rail Trail and have been for many years. I have ridden the trail from Chelmsford/Lowell to Carlisle many times and find it very beautiful.

Obviously Phase 2B is necessary to realize the great potential of connecting Phases 1 and 2A with 2C which is already under construction. Continuing it over Route 2 and on to Sudbury will increase the return on the investment made so far.

You just have to look at the Minuteman Rail Trail from Bedford to Cambridge to see how use has increased, improving safe, healthy access to the neighborhoods and businesses near the trail. It reduces automobile trips and the resulting fuel usage and pollution.

It also connects neighborhoods in a more intimate way than a road can. It will probably increase tourism as people now seek out rail trails for exercise and to get more familiar with the towns around Boston.

The Bruce Freeman Rail Trail will do the same thing.

Please support this wonderful project with continued funding.

ZIP code: 01742

From: **Contact form at Boston Region MPO** <drupaluser@ctps.org>

Date: Tue, May 8, 2018 at 7:10 AM

Subject: [Bicycle/Pedestrian/Livability Activities] Comments in support of Bruce Freeman Rail Trail (Sent by Maria Kuffner, mariakuffner@ll.mit.edu)

To: cclaude@ctps.org, jrowe@ctps.org

Maria Kuffner (mariakuffner@ll.mit.edu) sent a message using the contact form at <http://ctps.org/contact>.

Hello,

First thank you so much for opening the Freeman Rail Trail extension into Acton where I reside. It is a wonderful new recreational resource and already being enjoyed by many friends and neighbors. I have biked and cross country skied on it and mostly enjoyed long walks especially either connecting to NARA park in one direction or to the dining options in the other direction from the new bridge over Great Road. It is a great improvement to our lifestyle and encourages outdoor healthy activities. Please continue your good work and support further expansion of this trail through Concord and onward.

Sincerely,

Maria Kuffner

Acton Resident

On Sat, May 12, 2018 at 3:24 PM, Contact form at Boston Region MPO <drupaluser@ctps.org> wrote:

Nancy Kerr (warrenkerr@comcast.net) sent a message using the contact form at <http://ctps.org/contact>.

Thank you for the chance to voice my support for the Bruce Freeman Rail Trail in particular

1. Phase 2B (mile long segment in Acton and Concord dominated by a bridge over Route 2, Project ID 606223) and
2. Phase 2D (4.6 mile Sudbury segment from Concord Town line south to Station Road, Project ID 608164).

As we see the progress that has already been made, it shows us even more how important these links are to north-south transit in Mero West.

Thank you,
Nancy Kerr

ZIP code: 01742

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Friday, May 18, 2018 9:56 PM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] Yes to Rail Trails, Acton Kelley's Corner, Green Line Extension, etc etc (Sent by Franny Osman, frannyola@gmail.com)

Franny Osman (frannyola@gmail.com) sent a message using the contact form at <http://ctps.org/contact>.

FIRST, I would like to thank the MPO Board for your hard work attending to the many details of so many disparate projects.

SECOND, I would like to ask that my familiar favorites be considered, including: 1) Kelley's Corner project in Acton which, thanks to special attention from enthusiastic local planners and activists, promises to be the first step in finally realizing our many year dream of turning this area into a town center with safe access to bikers and pedestrians; this is especially important as it is a daily destination for the 3000 to 4000 students within close walking distance. Thank you for helping us fund this progress. 2) Bike Trails. I don't care where they are, but they all promote health and community fun, as well as provide new commuting possibilities. Bruce Freeman, where built, rocks! I rode Phase IIA last weekend and wow, Amazing new connections to different natural areas, recreation areas, and businesses. I saw a diverse group of users (racially, agewise, and people with various disabilities) immediately using it. So, the Bruce Freeman in Sudbury; the Salem trail; the Bedford trail; all should be funded. 3) Green Line extension. This, and all connecting transit, are of great value.

THIRD, I am not clear what the budget difference is between what is available and what is being asked. All of these projects sound so valuable, from Highland Ave. and Needham St. in Newton and Needham (an area I know well) to Route 129 in Lynn...on and on...No community would work hard and spend money on developing plans if it weren't needed. So, how can I an onlooker choose what project should be done more than another? Having people write in starts to feel like one of those contests online where people ask everyone they know to vote for their submission. Therefore, I am very glad to learn, at Regional Transportation Advisory Committee, about the effort to study and improve equity in this whole process. I have always been aware that my wealthy community had more resources to put into planning and pushing through the MPO process than a town more strapped for funds and personnel. I appreciate your looking at equity and rectifying problems.

So, thanks again and good luck choosing. And for the record, in the spirit of "if you can't beat 'em, join 'em," peek again at the SECOND comment above.

ZIP code: 017202449

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Thursday, May 17, 2018 6:58 PM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] BFRT Support (Sent by Anne Anderson, anne@ahadcb.org)

Anne Anderson (anne@ahadcb.org) sent a message using the contact form at <http://ctps.org/contact>.

Even before the new section of the Bruce Freeman Rail Trail opened through Acton, people were regularly walking and biking on it. Now that it is officially open, there are hundreds of people each day using it. Once we get the bridge over Route 2 connecting to the trail into West Concord, we will easily be able to bicycle to businesses in West Concord, and West Concord residents will be able to bicycle to businesses in East Acton. Without the trail, we have to take a long detour that deters many from using bicycles.

Completing the trail through Concord down through Sudbury will magnify the value of the incredible resource. Please fully fund all work on the BFRT!

ZIP code: 01720-3840

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Friday, May 18, 2018 7:29 AM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] Funding for Bruce Freeman Rail Trail (Sent by Greg Antoioli, greg@outofthewoodsconstruction.com)

Greg Antoioli (greg@outofthewoodsconstruction.com) sent a message using the contact form at <http://ctps.org/contact>.

Please continue to fund the Bruce Freeman Rail trail, particularly the bridge over route 2. The roads, especially with the increase in "distracted driving" are becoming more and more perilous for bikers, especially during commute hours. Any effort to create separate and safer routes for bicyclists is a win for both drivers and bikers and will encourage more people to get out of their cars and onto their bikes.

ZIP code: 01720

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Friday, May 18, 2018 4:36 PM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] BFRT Support (Sent by Kathy Peebles, kathyip_0223@yahoo.com)

Kathy Peebles (kathyip_0223@yahoo.com) sent a message using the contact form at <http://ctps.org/contact>.

Thanks to the Boston MPO for funding for keeping both Phase 2B (Project #606223) and Phase 2D (Project #608164) of the Bruce Freeman Rail Trail on the Draft TIP for their appropriate construction years of FFY 2019 and FFY 2022 respectively.

I live in Acton and work in Concord--both locations are less than a mile off the BFRT--and I am looking forward to the day when I can ride by bike to work, rather than driving my car. I used to ride more often, but cars have made it more hair-raising and less relaxing to cycle to work. I expect to retire within 5 years, and would really like to have the calm ride in my last few years. I know many of us want to use the trail to commute and recreate. Thanks for making it happen.

ZIP code: 01720

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Wednesday, May 16, 2018 10:34 PM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] BFRT: Support (Sent by Judith A. Aronstein, juditharonst@gmail.com)

Judith A. Aronstein (juditharonst@gmail.com) sent a message using the contact form at <http://ctps.org/contact>.

In 1990 I lived in Arlington as they were building the Minuteman Bike trail In 1993 I lived in Lexington as they were finishing the Minuteman trail. I lived along that rail trail for 5 years and the change in the community was fantastic. People who were initially skeptical about a trail bringing in people from 'other' towns were now walking and riding to those town. People began to commute rather than drive. People who lived along the path, even those who had been skeptical, created paths through their yards onto the path. Nearby businesses began to take note of the path users and provided them with all manner of services. Ice cream, bike shops, cafes.

This past week I took a Mother's Day bike ride on the newly opened trail BFRT. It was a complete inspirational to see people of all ages, from all backgrounds, from all the towns along the trail, out walking, strolling, blading, biking. The community building opportunity is phenomenal. As well as the health aspects. And the environmental advantage of getting out of one's cars.

Honestly, the building of these paths is a boon to the community, to real estate, to businesses. I noticed a Subway shop had put a sign out on the back of their building that is adjacent to the path. No doubt there will be picnic tables sprouting up! I stopped to explore a conservation land sign which described history of adjacent land. What once was a dumping ground of trash has become a flourishing greenway connecting towns, conservation lands and people. I'm excited to bike to Lowell to go to the movies!

Please do not hesitate to fully fund this project. Demonstrating support for these transportation improvements is about as forward thinking as one can get!

ZIP code: 01720-2259

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Thursday, May 17, 2018 8:05 AM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] BFRT Support (Sent by Martin Burke, martyburke@gmail.com)

Martin Burke (martyburke@gmail.com) sent a message using the contact form at <http://ctps.org/contact>.

I'm writing to express my continued support for funding for the Bruce Freeman Rail Trail.

ZIP code: 01720

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Thursday, May 17, 2018 6:38 AM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] BFRT Support (Sent by Barbara Dowds, barbarandowds@gmail.com)

Barbara Dowds (barbarandowds@gmail.com) sent a message using the contact form at <http://ctps.org/contact>.

Please continue to provide financial support for the BFRT

ZIP code: 01720

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Wednesday, May 16, 2018 10:42 PM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] Please keep building the BFRT (Sent by Joseph Holmes, Joseph.Holmes@alum.mit.edu)

Joseph Holmes (Joseph.Holmes@alum.mit.edu) sent a message using the contact form at <http://ctps.org/contact>.

Thank you for keeping the Bruce Freeman Rail Trail phase 2B funding in for 2019, and for keeping phase 2D in for 2022. I cannot wait until we get these sections built, which are near my home.

ZIP code: 01720

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Thursday, May 17, 2018 2:52 PM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] Bruce Freeman Rail Trail (Sent by Bill Smith, gtmtnbiker@gmail.com)

Bill Smith (gtmtnbiker@gmail.com) sent a message using the contact form at <http://ctps.org/contact>.

Hi, just wanted to voice my support for Phases 2B & 2D of Bruce Freeman Rail Trail to be included in this year's Transportation Improvement Program. The trail has been a great success so far and further improvements are welcomed.

Thanks!
--Bill

ZIP code: 01720

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Thursday, May 17, 2018 1:58 PM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] BFRT Support (Sent by Dot Keyworth, keyworths@verizon.net)

Dot Keyworth (keyworths@verizon.net) sent a message using the contact form at <http://ctps.org/contact>.

With the opening of BFRT Phase 2A recently, it highlights the benefits of having a safe corridor for pedestrians and cyclists to access community recreation facilities and to safely cross busy roadways like Route 2A in Acton. I appreciate that Massachusetts DOT, local legislators, and state administration shows such amazing support for the connections that Project #606223 (BFRT Phase 2B) will bring to those traversing the communities of Acton and Concord. Thank you for scheduling the bridge across Route 2 on the TIP schedule. This plan, and the extension representing BFRT Phase 2D will encourage community involvement, invigorate the local shops along the trail, and use of mass transit options as well.

ZIP code: 01720

On Thu, May 17, 2018 at 10:39 AM, Contact form at Boston Region MPO <drupaluser@ctps.org> wrote:

Carol Doblewski (cdoblewski@gmail.com) sent a message using the contact form at <http://ctps.org/contact>.

Thank you for supporting the Bruce Freeman Rail Trail to this point.

This trail has become a huge asset to the communities through which the trail already runs, and the newest part of the trail is currently getting constant and enthusiastic use. Note that much of this trail runs parallel to Route 2A, where it is dangerous both to ride a bike and to be a pedestrian. Now, however, people can run errands on 2A or simply enjoy a ride or stroll along the trail without fear of life and limb. The bridge over route 2, planned but not yet built, will bring similar results.

Rail trails are an asset to the communities they serve and to the state itself, reflecting as they do a concern for quality of life, the health and welfare of citizens (with free and equal access to all, not just some), and alternative modes of transportation. Please continue to make this rail trail a funding priority.

ZIP code: 01720-5529

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Tuesday, May 08, 2018 10:01 AM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] BFRT Support (Sent by charles jennings, jennings.cg@gmail.com)

charles jennings (jennings.cg@gmail.com) sent a message using the contact form at <http://ctps.org/contact>.

Hi, I am writing in support of the continued development of the Bruce Freeman Rail Trail. I'm a Concord resident, and have just started using the trail - I was very impressed and immediately joined the support group. I am a regular runner, but recently injured my foot and am unable to run for several months - but I rediscovered my inline skates, which provide a great alternative, and for which the BRFT provides a perfect route! I am looking forward to bringing my kids biking there - it is a great resource for the local community and I hope you will support the necessary budget for the next phase of construction. Thanks!

ZIP code: 01742

On Tue, May 8, 2018 at 8:29 PM, Contact form at Boston Region MPO <drupaluser@ctps.org> wrote:



Barbara Pike (bbpike@AOL.com) sent a message using the contact form at <http://ctps.org/contact>.

I strongly support maintaining the funding for Phases 2B and 2D of the Bruce Freeman Rail Trail on the TIP. Phase 2A (Westford, Carlisle, Acton) has been enormously popular since it opened - and before. Phase 2C in Concord is under construction and closed with chain-link fences. STILL, people are using it! These off-road paths for pedestrians and cyclists provide a safe place for exercise, nature appreciation, commuting. They promote non-motorized transportation and enhance local economies. Thank you so much for your past support, too.

ZIP code: 01742-4602

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Thursday, May 17, 2018 5:21 PM
To: publicinfo@ctps.org
Subject: [General Comment] BFRT Support (Sent by Diane Kerr, Mimitipsy.1@gmail.com)

Diane Kerr (Mimitipsy.1@gmail.com) sent a message using the contact form at <http://ctps.org/contact>.

I have been so happy with the BFRT expansion thru Acton into Concord!! I am hoping that the expansion of the rail trail will continue. It is great to have an alternative to the crazy road scene when riding my . It is also great to walk in the woods without having to worry about ticks! Please, please, please keep the progress going!! All I see are happy smiling faces on the BFRT !!!

Sincerely
Diane Kerr

ZIP code: 01743

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Thursday, May 17, 2018 6:26 PM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] Bruce Freeman Rail Trail Phase 2B & Phase 2D (Sent by Judy Perrin, jkperrin@gmail.com)

Judy Perrin (jkperrin@gmail.com) sent a message using the contact form at <http://ctps.org/contact>.

Phase 2B (bridge over Route 2) will provide a much-needed alternative to reach the West Concord MBTA station for people traveling from towns west of the Concord Rotary. This bridge will also allow bicyclists from Concord, Sudbury, and Lincoln as well as the Boston area to avoid the Concord Rotary to reach bicycling routes to the north and west. Phase 2D will extend the Bruce Freeman Rail Trail into Sudbury. This will allow Sudbury residents access to a safe place to bicycle with children and a safe route to commute to the MBTA station in West Concord.

ZIP code: 01742

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Friday, May 18, 2018 8:54 AM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] BFRT Support (Sent by Dean Sullender, deansullender@gmail.com)

Dean Sullender (deansullender@gmail.com) sent a message using the contact form at <http://ctps.org/contact>.

Please support the Bruce Freeman Rail Trail (BFRT) in your TIP budgeting. This is a long awaited project with incredible momentum and support from the Metro West communities it connects. This is a vital, non-vehicular transportation corridor through communities for which only car traffic has been possible before the BFRT. This is also a "linear park" helping people of all ages and abilities get outside for exercise and saying hello. to one another.

Thank you.
Dean Sullender

ZIP code: 01742

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Friday, May 18, 2018 9:07 AM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] BFRT Support (Sent by Suzanne Knight, suzanneknight1@gmail.com)

Suzanne Knight (suzanneknight1@gmail.com) sent a message using the contact form at <http://ctps.org/contact>.

I'm am writing to support the continuation of the BFRT, phase 2B and 2D funding. People in Metrowest are very excited about the ability to bike, walk, and jog in a safe place, off the road from the North (in Lowell) to the South (in Framingham) . You need to connect, as soon as possible the bridge that will connect the trail OVER Route 2, to prevent people walking or riding ALONG Route 2 as they try to access the different parts of the trail.

Traveling by foot in that high-speed traffic on Route 2 is very dangerous. I live near and travel on Route 2 and can't imagine ANY safe scenario where you'd want people traveling without cars on that road.

Thank you for your consideration.

Suzanne

ZIP code: 01742

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Friday, May 18, 2018 3:33 PM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] Bruce Freeman Rail Trail Support (Sent by David Clarke, david.clarke11@verizon.net)

David Clarke (david.clarke11@verizon.net) sent a message using the contact form at <http://ctps.org/contact>.

I want to thank the MPO for keeping Phases 2B (#606223) and 2D (#608164) of the Bruce Freeman Rail Trail on the Draft TIP.

I have made use of the built portion BFRT on a number of occasions and have especially enjoyed using it to bicycle with my two young grandsons - a safe and fun experience for them as well as healthy exercise for all of us. It is important to get outside for our recreation. It has been convenient to take advantage of the merchants who are close to the rail trail. I very much urge that Phase 2B and 2D can be constructed as soon as possible. I live in Concord and would like easy access to all sections of the rail trail.

ZIP code: 01742

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Thursday, May 17, 2018 9:29 AM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] BFRT Support (Sent by Stuart Johnstone, stu@greatbrookski.com)

Stuart Johnstone (stu@greatbrookski.com) sent a message using the contact form at <http://ctps.org/contact>.

I write in support of your decision to include the Bruce Freeman Rail Trail Phase 2B (Project ID 606223) and Phase 2D (Project ID 608164) on the Draft Federal Fiscal Year 2019-2023 TIP. Both of these projects represent transportation dollars well spent for the future needs of Acton, Concord, and Sudbury as each will serve the west Concord commuter rail station, numerous commercial areas, and many residential areas. Bicycle/pedestrian infrastructure, especially when connected with public transportation facilities, is crucial for reducing carbon emissions and improving living standards.

ZIP code: 01742

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Thursday, May 17, 2018 8:26 AM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] BFRT Support (Sent by caroline partridge, ccpardridge01@gmail.com)

caroline partridge (ccpardridge01@gmail.com) sent a message using the contact form at <http://ctps.org/contact>.

Thank you to the Boston MPO for your continued funding of the Bruce Freeman Rail Trail in Concord Massachusetts (Project #608164). This funding keeps both Phase 2B and 2D on the Draft TIP for their appropriate construction years of FFY 2019 and FFY 2022 respectively. Our community is counting on seeing this trail completed. Concord MA lacks a wide network of sidewalks, and many of our roads are not safe for bike transport. The rail trail will provide our kids with safe walking and biking access to the West Concord area businesses. Most importantly however, the trail will provide safe access to three schools (both Concord Middle School locations, as well as the Willard Elementary School).

ZIP code: 01742

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Thursday, May 17, 2018 8:42 AM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] BFRT Support (Sent by Elizabeth Seabury, elizseabury@comcast.net)

Elizabeth Seabury (elizseabury@comcast.net) sent a message using the contact form at <http://ctps.org/contact>.

I am a big fan of the BFRT. I use it to bike with my friends to stay fit and to keep social. It is great to be able to ride and talk away from the busy, and sometimes dangerous, streets. I also love how I see people of all ages and sizes out there. It is a wonderful community resource that keeps us fit, connected, and in touch with our beautiful natural world. It is a key part of keeping Massachusetts happy and healthy. Please support the trail as much as you can; it is a very worthwhile investment.

ZIP code: 01742

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Thursday, May 17, 2018 11:08 AM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] BFRT Support (Sent by Steve Sutter, shsutter@comcast.net)

Steve Sutter (shsutter@comcast.net) sent a message using the contact form at <http://ctps.org/contact>.

I am writing in support of phases 2B and 2D of the BFRT. As a resident of West Concord, we have long been cut off from neighboring communities by route 2 so we are all looking forward to a safe way to reconnect with Acton! Likewise, extending into Sudbury with hopes of eventually making it down to Framingham would be much appreciated. I have been following this project since my children were born in the hope that they would someday enjoy its fruits. They are now in high school so I am hoping at least the 2B bridge might happen before they graduate. Many thanks for all the support so far, the completed phases are fantastic!

ZIP code: 01742

On Fri, May 18, 2018 at 11:10 AM, Contact form at Boston Region MPO <drupaluser@ctps.org> wrote:

Pat Goldstein (patgoldstein@gmail.com) sent a message using the contact form at <http://ctps.org/contact>.

I live near the section of the trail that is scheduled to open next year. I am most anxious to see that phase complete and also the phase that will cross route 2. Once the bridge over route 2 is complete, I will be able to ride my bike from my house to Lowell, It is a thrilling thought! Once the phase near my house completes, I will be able to more safely walk or ride my bike to West Concord center and my Grandsons will be able to more safely bike to Willard School and the Concord Middle school. I see the BFRT as a huge benefit to my neighborhood and to West Concord. We sometimes walk the trail (even though it is closed) and have run into many of our neighbors. People are so excited about the new trail, that it is hard to keep people off!

Please continue funding of the BFRT. I think it is a tremendous community asset that will benefit Massachusetts towns on the trail by providing an alternate means of transportation and exercise. It should be good for local businesses, too.

ZIP code: 01742

On Fri, May 18, 2018 at 9:36 AM, Contact form at Boston Region MPO <drupaluser@ctps.org> wrote:

Roy Westerberg (Roy.Westerberg@gmail.com) sent a message using the contact form at <http://ctps.org/contact>.

I would like to thank the MPO for keeping the Freeman Rail Trail Phase 2B and Phase 2D projects on the Draft TIP. Living in West Concord, as my wife and I do, having a bridge across Route 2 would be of great value to us, both for recreational bicycling and giving us access to a number of the stores along Rt 2A in Acton and further along in Chelmsford. We have frequently driven to suitable access points and ridden on the Chelmsford section and recently on the newly opened section (Phase 2B) in Acton and Carlisle. It will be nice to do that directly from our house, without having to drive to a good starting point. We are also anticipating using the trail in winter for cross-country skiing.

We also look forward to taking our grandchildren on walks on the trail, and on bicycle rides in a few years when they reach a suitable age and ability.

Having the trail extended into Sudbury would give us easy access to many places in Sudbury and we anticipate cycling to visit some friends there who live near the planned location of the trail.

ZIP code: 01742

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Monday, May 07, 2018 11:08 PM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] BFRT Support (Sent by Vincent Lamenzo, vlamenzo@gmail.com)

Vincent Lamenzo (vlamenzo@gmail.com) sent a message using the contact form at <http://ctps.org/contact>.

I want to voice my support to complete the BFRT from Lowell to Sudbury. I'm a senior citizen. Rail trails are the safest and most enjoyable way for me to go biking. Over the years I have travel to upstate New York and the Cape to be able to bike on long rail trails. Also, the Minuteman trail from Bedford to Cambridge is another great trail. I believe these trails add a lot of value to the local community. They are like having a nice park in your neighborhood. And it's not just for biking. People use it to walk, run, and rollerblade. I see lots of mother with strollers enjoying the rail trail with their young children. So I encourage you to provide the support that is needed to complete the BFRT. My dream, before I leave this earth, is to be able bike from my home in Sudbury, all the way to Lowell. So please do everything you can to expedite this project. Thank You, Vinnie Lamenzo

ZIP code: 01776

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Sunday, May 13, 2018 10:26 AM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] BFRT Support (Sent by Chris Menge, cwmenge@gmail.com)

Chris Menge (cwmenge@gmail.com) sent a message using the contact form at <http://ctps.org/contact>.

Thank you very much for providing the funding to keeping both Phase 2B (Project #606223) and Phase 2D (Project #608164) of the BFRT on the Draft TIP for their appropriate construction years of FY 2019 and FY 2022 respectively.

ZIP code: 01776

On Thu, May 10, 2018 at 7:55 AM, Contact form at Boston Region MPO <drupaluser@ctps.org> wrote:

Lucia Ballantine (peavey7@aol.com) sent a message using the contact form at <http://ctps.org/contact>.

Please continue work to get state funding for Sudbury art of Freeman Rsail Trail. This will greatly enhance the community.

ZIP code: 01776

On Fri, May 11, 2018 at 8:30 AM, Contact form at Boston Region MPO <drupaluser@ctps.org> wrote:

Margo Creelman (mncas@yahoo.com) sent a message using the contact form at <http://ctps.org/contact>.

I support the Sudbury Phase of the BFRT. As a resident of Sudbury, and as a senior citizen, I look forward to walking and biking of the trail. This is my main form of exercise, and having this trail go through Sudbury, would enhance my opportunities to get outside and enjoy the beauty of our town. I can't wait to start walking the rail trail through Sudbury. Thank you and lets get it going!!

ZIP code: 01776

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Tuesday, May 08, 2018 9:29 AM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] BFRT Support (Sent by Jason Viehland, jason.viehland@gmail.com)

Jason Viehland (jason.viehland@gmail.com) sent a message using the contact form at <http://ctps.org/contact>.

I'm again voicing my support for the BFRT. I'd like to thank the Boston MPO for funding for keeping both Phase 2B (Project #606223) and Phase 2D (Project #608164). I can't wait to take my kids on the trail this summer.

I'm also very much looking forward to the southern portion of the trail through Sudbury and Framingham for trips to stores along Rt. 20.

ZIP code: 01776

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Friday, May 18, 2018 8:16 AM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] Bruce Freeman Rail Trail (Sent by Fred Taylor, Fmrdm1@gmail.com)

Fred Taylor (Fmrdm1@gmail.com) sent a message using the contact form at <http://ctps.org/contact>.

As the town of Sudbury continues to grow, the BFRT is increasingly needed to offer young and old peaceful and safe bike and walking trails for recreational use. Sudbury offers a rich natural environment that is underused and the Trail will complement and make available. I urge that you support the BRFT.

ZIP code: 01776

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Wednesday, May 16, 2018 6:03 PM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] Bruce Freeman Rail Trail (Sent by Clyde Newton, cnewton1@myfairpoit.net)

Clyde Newton (cnewton1@myfairpoit.net) sent a message using the contact form at <http://ctps.org/contact>.

Dear Madam/Sir,

I am making a comment in favor of the continuing work on the Bruce Freeman Rail Trail. I had the pleasure of riding my bicycle on the most recently completed portion of the trail which included the very impressive and beautiful pedestrian bridge over route 2A. I'm so impressed. In fact, that day i rode the entire rail trail to Lowell with a bicycle club. I want to thank you for what you've accomplished and encourage you strongly to continue this wonderful project, specifically approving phase 2B to connect to 2A to the north and 2C to the south, as well as 2D. It's such a benefit to all the communities it goes through in that it allows people to travel safely from place to place whether they walk, run, bike, push a stroller, or whatever. It allows people to use their cars less while contributing to their own health by exercising. Local merchants near the trail benefit by increased commercial activity and people will drive from nearby communities to enjoy the rail trail. It will be a joy for years and years to come. Thank you so much.

ZIP code: 01776

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Thursday, May 17, 2018 10:33 AM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] BFRT Support (Sent by Chad Trexler, cptrexler@yahoo.com)

Chad Trexler (cptrexler@yahoo.com) sent a message using the contact form at <http://ctps.org/contact>.

Hi-- my name is Chad Trexler, and I am a resident of Sudbury living near what I hope will soon become the Bruce Freeman Rail Trail. This project has been spent an incredibly long time in the planning stage-- I look forward to its completion in time for my family to enjoy the benefits of the rail trail while my kids are still living at home. Given Sudbury's nexus at the junction of two potentially overlapping rail trails, this segment is offers an incredibly important opportunity for healthy recreation, transportation, and economic growth along the corridor for all Massachusetts residents. I STRONGLY urge the Boston Region Metropolitan Planning Organization, and all associated State and Federal agencies, to strongly support the funding and development of this valuable project, including it in this Transportation Improvement Plan.

Thank you for your support!

Sincerely,
Chad Trexler

253 Concord Road
Sudbury, MA 01776

ZIP code: 01776

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Thursday, May 17, 2018 2:34 PM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] Supporting Bruce Freeman Rail Trail (Sent by Jan Hardenbergh, jch@jch.com)

Jan Hardenbergh (jch@jch.com) sent a message using the contact form at <http://ctps.org/contact>.

I am eager for the Bruce Freeman Rail Trail to connect Acton and Sudbury. I will use it to commute on nice days. Please expedite the bridge over Route 2.

ZIP code: 01776

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Thursday, May 17, 2018 3:54 PM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] BFRT Support (Sent by Alex Glover, alexanderjglover@gmail.com)

Alex Glover (alexanderjglover@gmail.com) sent a message using the contact form at <http://ctps.org/contact>.

I am writing to thank the Boston MPO for funding of the Bruce Freeman Rail Trail, in keeping both Phase 2B (Project #606223) and Phase 2D (Project #608164) on the Draft TIP for their appropriate construction years of FFY 2019 and FFY 2022 respectively. The successful completion of these projects will vastly improve the communities they serve - creating a much needed venue for exercise, community integration, and eco-friendly alternatives to cars. The full completion of the Bruce Freeman Rail Trail, a fully connected and integrated system, will make metro-west Boston an even more attractive destination for new residents and tourists. Thank you again for your support of this amazing trail!

ZIP code: 01776

On Thu, May 17, 2018 at 6:06 PM, <drupaluser@ctps.org> wrote:

DATA

Date: Thu, 17 May 2018 18:06:51 -0400

Subject: [Bicycle/Pedestrian/Livability Activities] Bruce Freeman Rail Trail (Sent by Richard Williamson, williamson@alum.mit.edu)

To: cclaude@ctps.org, jrowe@ctps.org

X-PHP-Originating-Script: 0:system.mail.inc

MIME-Version: 1.0

Content-Type: text/plain; charset=UTF-8; format=flowed; delp=yes

Content-Transfer-Encoding: 8Bit

X-Mailer: Drupal

Sender: drupaluser@ctps.org

From: "Contact form at Boston Region MPO" <drupaluser@ctps.org>

Reply-To: williamson@alum.mit.edu

Richard Williamson (williamson@alum.mit.edu) sent a message using the contact form at <http://ctps.org/contact>.

As each section of the Bruce Freeman Rail Trail is constructed, that advance is enthusiastically welcomed by large numbers of trail users. Well over 300 folks gathered for the recent ribbon cutting in Acton. Residents of Lowell, Chelmsford, Westford, Carlisle, Acton, Concord, Sudbury, Framingham and nearby communities eagerly await the construction of Phase 2B, the bridge over Route 2, and Phase 2D, construction of the trail in Sudbury. Each step in the construction of this regional trail offers great opportunities for both recreation and transportation. Construction of the bridge (Phase 2B) will provide direct access from the south to the commuter station in west Concord.

ZIP code: 01776

On Thu, May 17, 2018 at 3:38 PM, Contact form at Boston Region MPO <drupaluser@ctps.org> wrote:

Anne McCarthy (Anne_Mccarthy@comcast.net) sent a message using the contact form at <http://ctps.org/contact>.

I am writing to thank the Boston MPO for the funding for keeping both Phase 2B (Project #606223) and Phase 2D (Project #608164) for the Bruce Freeman Rail Trail on the Draft TIP for their appropriate construction years of FFY 2019 and FFY 2022 respectively. I strongly support the completion of this project

ZIP code: 01776

On Thu, May 17, 2018 at 3:33 PM, Contact form at Boston Region MPO <drupaluser@ctps.org> wrote:

Terry McCarthy (Mccarthy68@gmail.com) sent a message using the contact form at <http://ctps.org/contact>.

I am writing to show my strong support for the Bruce Freeman Rail Trail and to thank the Boston MPO for funding to keep both Phase 2B (Project #606223) and Phase 2D (Project #608164) on the Draft TIP for their construction years of FFY 2019 and FFY 2022 respectively.

ZIP code: 01776

On Thu, May 17, 2018 at 2:03 PM, Contact form at Boston Region MPO <drupaluser@ctps.org> wrote:

John C Drobinski (john.drobinski@erm.com) sent a message using the contact form at <http://ctps.org/contact>.

Strongly support this project

ZIP code: 01776

On Thu, May 17, 2018 at 7:02 AM, Contact form at Boston Region MPO <drupaluser@ctps.org> wrote:

Sandy Lasky (Sandy191@yahoo.com) sent a message using the contact form at <http://ctps.org/contact>.

The need for the Rail Trail through Sudbury is more important than ever. As a long time runner, I have found that it is becoming more dangerous to run, walk or bike in Sudbury due to lack of continuous sidewalks, increase in traffic and loose enforcement of leash laws (I have been chased by dogs whose owners insist that they are just being friendly). Recently a child was hit by a car crossing Fairbanks Road where there is a crosswalk. Cars rarely slow down or even stop at this crosswalk where it is used to access the sidewalk to one of our major sports fields. I have run and walked on rail trails in other communities and found that they are safe and create a strong sense of community for all users.

ZIP code: 01776

On Sat, May 19, 2018 at 9:02 AM, Contact form at Boston Region MPO <drupaluser@ctps.org> wrote:

Thomas Mead (teammead79@gmail.com) sent a message using the contact form at <http://ctps.org/contact>.

I would like to heartily endorse the Bruce Freeman Rail Trail project, now more than 50% complete but in need of continuing support for ultimate completion. The Rail Trail will greatly expand the physical exercise and community options for the large population of people living along its corridor. Rail Trails are oases from the humdrum of everyday life, and increase the quality of life for many, many citizens of the Commonwealth.

ZIP code: 01776

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Tuesday, May 08, 2018 10:27 AM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] BFRT Support (Sent by Wendy Wolfberg, wolfberg@post.harvard.edu)

Wendy Wolfberg (wolfberg@post.harvard.edu) sent a message using the contact form at <http://ctps.org/contact>.

Thank you for supporting Phase 2B (Project #606223) and Phase 2D (Project #608164):

The number of cars on our roads is beyond the design volume. The rail trail can help provide safe travel for children, elderly, commuters and even those errand runners who want a little exercise walking or biking. Businesses near the trails benefit and provide an incentive for activity over driving for an afternoon with family and friends.

Cyclists on shoulderless back roads are in danger and the trails can help them, especially. Kids are safer, the whole community benefits. Connecting the trails together is huge to getting the cyclists off the roads and to a safer location setting a great example to us all for healthy exercise.

Thank you, with all my heart, for funding both Phase 2B (Project #606223) and Phase 2D (Project #608164) and being a great example to the Nation of civic pride and community spirit.

ZIP code: 01886

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Monday, May 07, 2018 10:39 PM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] Bruce Freeman Rail Trail funding on TIP
(Sent by Emily Teller, eteller@earthlink.net)

Emily Teller (eteller@earthlink.net) sent a message using the contact form at <http://ctps.org/contact>.

I am writing to support 2 Bruce Freeman Rail Trail projects on the upcoming TIP budgets: Phase 2B (Project #606223) for TIP 2020 and Phase 2D (Project #608164) for TIP 2022.

I am VERY PLEASED that these are currently on these 2 TIP budgets, and seriously assume that the Boston MPO will support them financially until they are finally constructed!!! I have been a Board Member of the Friends of the BFRT since 2004, and have witnessed first hand how dramatically the constructed first 2 Phases have added to the quality of life and recreation in Lowell, Chelmsford and Westford (Mass), and am certain that these next 2 phases will do the same. Of course, the construction of Phase 2B MUST be funded, because that segment connects BFRT Phase 2A (the MassDOT ribbon cutting for this is THIS Friday, May 11!!!!!!) with Phase 2C which has been under construction for a year and is expected to open next summer (2019).

Phase 2D continues this wonderful regional recreational and transportation resource, so trail users from Framingham (someday) and Sudbury can ride to the West Concord train station to go to work, or into Boston or Fitchburg, or visit towns along the commuter rail. Please continue to support and fund all phases of the BFRT - so that it will eventually be the LONGEST rail trail in eastern Mass!! The people of all ages that I have seen - using all modes of transportation including baby strollers, rollerblades, wheelchairs, feet, skateboards, ski-rollers, and cross-country skiers LOVE being on this trail no matter what the weather. AND THE BEST THING IS HOW HAPPY AND WELCOMING BFRT TRAIL USERS ARE TO EACH OTHER - lots of smiles and "good morning/afternoon" to each other!!! This community connection that is people-to-people is so heartening and encouraging and positive. Thank you for your continued support - financial and in any other way possible.

ZIP code: 01886

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Tuesday, May 08, 2018 2:20 PM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] Support for Bruce Freeman Rail Trail Phases 2B and 2D (Sent by David Martin, david_martin@hphc.org)

David Martin (david_martin@hphc.org) sent a message using the contact form at <http://ctps.org/contact>.

I'm writing in support of the Bruce Freeman Rail Trail Phase 2B and Phase 2D projects within the 2019 - 2023 TIP. The Rail Trail is a wonderful asset for my family and my community. It already gets vehicles off the road and will enable even more reduction of traffic and CO2 with the extensions planned in these new phases. Thanks for all you have done already to support this wonderful corridor linking our local communities.

ZIP code: 01886

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Thursday, May 17, 2018 8:58 PM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] Bruce Freeman Rail Trail (Sent by William Harman, harmanwh@verizon.net)

William Harman (harmanwh@verizon.net) sent a message using the contact form at <http://ctps.org/contact>.

I just want to say that the Bruce Freeman Rail Trail is wonderful. I have been an active supporter for many years, starting well before it was constructed. I am a map maker, and am the person who made most of the current maps in use. I realize that all the parts of this rail trail are expensive, but in my opinion the money is very well spent.

ZIP code: 01886

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Thursday, May 17, 2018 10:05 AM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] BFRT Support (Sent by Chris Barrett, chrisjbarrett@gmail.com)

Chris Barrett (chrisjbarrett@gmail.com) sent a message using the contact form at <http://ctps.org/contact>.

Hello,

Please continue to support the Bruce Freeman Rail Trail and make Phase 2B and 2D a reality. Phase 1 and 2A of the project have been an overwhelming success with trail usage counts rivaling the Minuteman. Phase 2A of the project was so heavily anticipated it was difficult to keep users off the trail before it opened. Road conditions in the communities around the trail are so unsafe that the trail provides a welcome refuge for people to walk, bike, and get outside to get some exercise. The trail is connecting communities and providing a safe transportation alternatives to cars. For example the completion of Phase 2B will provide an important linkage to the commuter rail station in West Concord for residents north of RT 2.

Sincerely,

Chris Barrett

ZIP code: 01886

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Thursday, May 17, 2018 8:12 AM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] bfrt (Sent by Carol S Engel, carolengel2002@yahoo.com)

Carol S Engel (carolengel2002@yahoo.com) sent a message using the contact form at <http://ctps.org/contact>.

Please continue to support the work on the BFRT. Thank you.

ZIP code: 01886

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Thursday, May 17, 2018 12:01 PM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] Bruce Freeman Rail Trail Support (Sent by Elizabeth & Donald Galya, wave900@msn.com)

Elizabeth & Donald Galya (wave900@msn.com) sent a message using the contact form at <http://ctps.org/contact>.

Best thing that happened to the Lowell-Westford-Acton-Concord-Sudbury area!

The Bruce Freeman Rail Trail is constantly in use not just for recreation but for commuting and shopping (especially with the bridge over 2A). The trail provides access to shops, businesses and restaurants without the need for a car.

ZIP code: 01886

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Thursday, May 17, 2018 9:56 AM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] BFRT Support (Sent by Dawn-Marie Sutton, dmsutton10@verizon.net)

Dawn-Marie Sutton (dmsutton10@verizon.net) sent a message using the contact form at <http://ctps.org/contact>.

Thank you Boston MPO for keeping both Phase 2B (Project #606223) and Phase 2D (Project #608164) on the Draft TIP for their appropriate construction years of FFY 2019 and FFY 2022 respectively. The BFRT trail is a safe way to ride bikes/walk to improve health while also providing recreation and community benefits.

ZIP code: 01886

On Thu, May 17, 2018 at 6:17 AM, Contact form at Boston Region MPO <drupaluser@ctps.org> wrote:

molly (mjl40@aol.com) sent a message using the contact form at <http://ctps.org/contact>.

I can't say enough good things about this bike path. I took a bike ride from Chelmsford Center down to the Acton 119 Bridge- absolutely LOVED it. Very well designed for anyone wanting outdoor recreation. Please keep the funding going

ZIP code: 01886

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Friday, May 18, 2018 4:22 PM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] "BFRT Support" (Sent by Russ Cohen, eatwild@rcn.com)

Russ Cohen (eatwild@rcn.com) sent a message using the contact form at <http://ctps.org/contact>.

As you know, the latest section of the Bruce Freeman Rail Trail (mostly in Acton) recently opened up for public use. My wife and I rode on it a couple weeks ago, and were very favorably impressed. I am sure this new section will soon be as well-loved and well-used by residents of and visitors to the communities through which the BFRT passes as are the current sections.

I am writing to indicate my strong support for future phases of the BFRT to be included in the TIP so that they get funded. I believe that future phases, once completed, will substantially add to the utility and value of the already-completed sections.

Thanks for considering my views on this subject.

ZIP code: 02476

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Wednesday, May 16, 2018 10:28 PM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] BFRT Phases 2B & 2D Support (Sent by Tom Michelman, tmichelman@gmail.com)

Tom Michelman (tmichelman@gmail.com) sent a message using the contact form at <http://ctps.org/contact>.

What a surprise, as President of the Bruce Freeman Rail Trail, I strongly support the Bruce Freeman Rail Trail Projects Phases 2B (mile long segment in Acton and Concord dominated by a bridge over Route 2, Project ID 606223) and 2D (4.6 mile Sudbury segment from Concord Town line south to Station Road, Project ID 608164) be included in the Final TIP for federal fiscal year (FFY)

2019-2023 just like they are in the Draft TIP Phase 2B for FFY 2019 and Phase 2D for FFY 2022.

You've heard me laud and opine about all the great attributes about rail trails and the BFRT all before, so I will try a different this year to keep your attention. I didn't notice Boston MPO members at the Phase 2A ribbon cutting celebration on Friday May 11th in Acton. If you missed it, you missed the 300+ enthusiastic attendees. I bet there are only a handful of transportation ribbon cutting events (if any) that have gotten that type of attendance. And none with such glee and warmth.

Rail trails are super popular. Keep funding them. In particular keep funding Phase 2B and 2D of the BFRT so it gets to the West Concord MBTA station (Phase 2B), and then connects with the Mass Central Rail Trail in Sudbury (Phase 2D)

ZIP code: 02474

5/21/2018

Re: [Bicycle/Pedestrian/Livability Activities] bruce freeman rail trail (Sent by sharon green, csullivan.sgreen@gmail.com) - marcher@ctps...

On Fri, May 18, 2018 at 6:28 PM, Contact form at Boston Region MPO <drupaluser@ctps.org> wrote:

sharon green (csullivan.sgreen@gmail.com) sent a message using the contact form at <http://ctps.org/contact>.

The bruce freeman rail trail deserves all the support possible. A beautifully planned and executed trail, varied and lovely in all seasons.

ZIP code: 02474

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Thursday, May 17, 2018 12:17 PM
To: publicinfo@ctps.org
Subject: [General Comment] Bruce Freeman Rail Trail (Sent by Paula LeClerc, pleclercone@comcast.net)

Paula LeClerc (pleclercone@comcast.net) sent a message using the contact form at <http://ctps.org/contact>.

Love this trail. Walk on it at least 2 times a week. The additional extension is glorious. Looking forward to try and ride a bike on this trail.

Please continue. As I sometimes walk alone as a woman I always feel safe. Seasons change and the trail is different all the time. Keep up the good work. Great form of exercise. We were so pleased with the extension too.

ZIP code: 01865

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Wednesday, May 16, 2018 10:57 PM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] BFRT (Sent by Lynn Barstow, lkbarstow@gmail.com)

Lynn Barstow (lkbarstow@gmail.com) sent a message using the contact form at <http://ctps.org/contact>.

The new extension to the BFRT is phenomenal...I rode it last weekend and was so impressed...it is so great to be able to go from Carlisle to Concord in peace and quiet and enjoy nature and not be on the main road. Can't wait till they go even farther with it...such a great/safe way to commute and to enjoy nature and see new areas.

ZIP code: 01862

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Thursday, May 17, 2018 12:29 PM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] BFRT Support (Sent by Ricky Hull, priorhull@juno.com)

Ricky Hull (priorhull@juno.com) sent a message using the contact form at <http://ctps.org/contact>.

I am a frequent user of the BFRT. I can't tell you how excited I was to ride the newly completed section of the trail this spring. From what I can tell from my time on the trail, I was not the only one who was excited to get out and use the trail. I think the number of people using the trail is proof enough that the remainder of the trail needs to be completed and the sooner the better. Once completed I am planning on using the trail to commute to work! Please make this happen. Thanks.

ZIP code: 01862

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Thursday, May 17, 2018 12:39 PM
To: publicinfo@ctps.org
Subject: [General Comment] bruce freeman trail (Sent by barry harsip, barry.harsip@harsiop-stuart.com)

barry harsip (barry.harsip@harsiop-stuart.com) sent a message using the contact form at <http://ctps.org/contact>.

with the completion of the newest section the bfrt is both a recreational delight, and a means to transport oneself to and from work, do errands, and simply avoid using one's motor vehicle.

it is a benefit for one's physical well being as well as ecologically..there is no carbon foot print...not even a pinkey

ZIP code: 01719

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Sunday, May 13, 2018 10:47 AM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] Bruce Freeman trail - and the MAPC long range plan (Sent by Bob Macauley, Bob.Macauley@Gmail.com)

Bob Macauley (Bob.Macauley@Gmail.com) sent a message using the contact form at <http://ctps.org/contact>.

Just a thank you and encouragement to continue to fund the remaining pieces of the BFRT - Phase 2B & 2D. I hope these projects are funded and completed on schedule. The bridge over Route 2, while expensive is critical since it will be unsafe for cyclists and the many other users of this trail to safely get to West Concord. Not only does this get the citizens of all ages 'off the couch' but it will help all the businesses along the trail - especially West Concord. Tax money spent on this very visible project will make folks happy since it serves such a large community of voters.

I am also impressed by the MAPC plan to build connecting paths to the major ones that now exist and I wholeheartedly support that plan too.

Thanks for keeping the balance of efforts on both ways of getting from A to B while supporting good health for all of the families in the greater Boston area.

Bob Macauley

ZIP code: 01741

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Sunday, May 13, 2018 11:05 AM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] BFRT (Sent by Bob Macauley, Bob.Macauley@Gmail.com)

Bob Macauley (Bob.Macauley@Gmail.com) sent a message using the contact form at <http://ctps.org/contact>.

Please, please keep a priority on the Phase 2B and 2D projects. I worry about the need for users to cross route 2 (phase 2B) to continue on with the wonderful work that has been done so far. It's the 'cork in the bottle' and pull it out on schedule and we can all have a drink of champagne! Thanks Bob Macauley

Make Massachusetts shine for it's well rounded transportation policy.

ZIP code: 01741

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Thursday, May 17, 2018 11:49 PM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] BFRT Support (Sent by Robin Hillyard, robin.hillyard@comcast.net)

Robin Hillyard (robin.hillyard@comcast.net) sent a message using the contact form at <http://ctps.org/contact>.

I want to support the completion of the BFRT. It is already a valuable resource for a large population in the western suburbs of Boston. It helps our people stay fit, experience the outdoors, all for a relatively modest outlay in public funding.

ZIP code: 01741

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Thursday, May 17, 2018 2:46 PM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] BFRT Support (Sent by Martha Supnik, martha@Supnik.org)

Martha Supnik (martha@Supnik.org) sent a message using the contact form at <http://ctps.org/contact>.

Three generations of our family in Carlisle are using the Bruce Freeman Rail Trail for recreation. We're eager to see the bridge over Route 2 in Concord (Phase 2B) which will connect the currently open Phases 1 and 2A to the north with currently under construction Phase 2C to the south. Please expedite the planning and construction of this bridge!

ZIP code: 01741

On Thu, May 17, 2018 at 9:13 AM, Contact form at Boston Region MPO <drupaluser@ctps.org> wrote:

bob stegmaier (bob@imagekeepers.us) sent a message using the contact form at <http://ctps.org/contact>.

please continue your support of the expansion of the bruce freeman rail trail to better improve the lives of all the community members in the surrounding area

much thanks bob stegmaier chelmsford ma

ZIP code: 01863

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Thursday, May 17, 2018 10:08 PM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] BFRT Support (Sent by Kaari Mai Tari, kaarimai@gmail.com)

Kaari Mai Tari (kaarimai@gmail.com) sent a message using the contact form at <http://ctps.org/contact>.

I love the Bruce Freeman Rail Trail. I live next to it and use it frequently. I also see and hear the amount of use it gets. This is an important trail for not only the health benefits but also in the community building and access to destinations that are offered. The local economy benefits, families benefit, tourists get to enjoy our beautiful scenery and attractions and breathe in fresh air. Anything that can be done to support extending it only benefits the State. Please help us stay healthy and engaged by supporting continued building of the BFRT. Thank you for all your efforts!

ZIP code: 01824

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Thursday, May 17, 2018 6:41 AM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] BFRT Support (Sent by Andrew Barber, bfrt@commerce.abarber.net)

Andrew Barber (bfrt@commerce.abarber.net) sent a message using the contact form at <http://ctps.org/contact>.

I wanted to communicate my support for completing the Bruce Freeman Rail Trail. It would be a real shame to build this great trail and not complete the connection between Framingham and Lowell. Please keep phases 2A and 2D in the planning. I'd also like to voice my desire to have the Central Mass Rail Trail built. That would be an amazing trail, connecting so much of eastern Mass. It would be a real jewel among rail trails. I am sure you are aware that as soon these trails are built, they become immediately flooded with users showing that there is a pent up demand for safe places to walk and ride in a region where sidewalks are rare. Thanks for reading.

ZIP code: 01824

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Wednesday, May 16, 2018 11:27 PM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] BFRT support (Sent by Mary Christine corr, Mccorr@aol.com)

Mary Christine corr (Mccorr@aol.com) sent a message using the contact form at <http://ctps.org/contact>.

Having shared in the enjoyment of the completed sections (Chelmsford-Westford- Carlisle-Acton) of the Bruce Freeman Rail Trail, I would support the continuation of the BFRT. Please keep Phase 2B and Phase 2D on the proposed TIP. This trail is truly a means for the users to connect as a community as well as communities to connect with each other. Now it's time for make the next connections Acton to Concord (Phase 2B) and Concord to Sudbury(Phase 2D).

ZIP code: 02129

On Thu, May 17, 2018 at 8:32 AM, Contact form at Boston Region MPO <drupaluser@ctps.org> wrote:

Nancy Powers (Nancypowers13@verizon.net) sent a message using the contact form at <http://ctps.org/contact>.

The BFRT is becoming a wonderful asset to the towns it already runs through as well as surrounding towns. It offers a pleasant way to bike or walk without having the fear of cars whizzing right past you. It provides commuting and health benefits also. The sites of old unsightly railroad lines are becoming beautiful walkways where people can get outside and enjoy. I urge you to keep phases 2c and 2D on the list of TIP projects. It is a very worthwhile project.

ZIP code: 01749

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Thursday, May 17, 2018 6:01 AM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] BFRT support (Sent by julia Huestis, lowelljulia@msn.com)

julia Huestis (lowelljulia@msn.com) sent a message using the contact form at <http://ctps.org/contact>.

The new addition to the Bruce Freeman Rail Trail is really great. i have already been on it several times and have seen many families biking, walking as well as other cyclists. it is quite beautiful, too, with lots of scenic parts with wildlife and water views. I can't wait for the rest of it to be completed. I will ride as far as the trail goes as often as i can. please keep funding these trails. They matter so much to me and have a huge, positive impact on our communities. And they are open and accessible to everyone. thank you.

ZIP code: 01851

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Thursday, May 17, 2018 7:17 AM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] BFRail Trail support (Sent by Sheila Anderson Kirschbaum, Sheila_Kirschbaum@uml.edu)

Sheila Anderson Kirschbaum (Sheila_Kirschbaum@uml.edu) sent a message using the contact form at <http://ctps.org/contact>.

I fully support the Bruce Freeman Rail Trail (and all such trails) for what it contributes to users' health and well-being and their ability to get from place to place in an environmentally friendly way.

ZIP code: 01851

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Thursday, May 17, 2018 11:15 AM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] BFRT Support (Sent by John Sieber, jack.sieber@sei.org)

John Sieber (jack.sieber@sei.org) sent a message using the contact form at <http://ctps.org/contact>.

I think the Bruce Freeman Rail Trail will offer tremendous "bang for the buck" in terms of safe and healthy recreation opportunities, and alternate transportation options that will help eliminate automobile trips and their attendant congestion and pollution impacts.

ZIP code: 02155

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Thursday, May 17, 2018 9:37 AM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] BFRT support (Sent by David Hutcheson, Dhutchbard@gmail.com)

David Hutcheson (Dhutchbard@gmail.com) sent a message using the contact form at <http://ctps.org/contact>.

The current progress and growing benefits of the BFRT are awesome. It makes abundant good sense to continue forward and realize more benefit. You certainly are aware of how dreadful and unhealthy the car traffic problem is. Having a system of connecting rail trails will make a big difference. As I sit here writing I can hear the DCR contractors at work building the Mass Central Rail Trail here in Weston. Yahoo! By continuing to build and connect these alternative transportation corridors you really are doing the right thing to promote good health of our planet and the lives it supports. Thank you for reading and considering what I've written, and thanks also for having this upfront and fair process for evaluating TIP projects.

ZIP code: 02493

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Thursday, May 17, 2018 10:42 AM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] "BFRT" Support (Sent by Timothy A. Coll, trailman@myfairpoint.net)

Timothy A. Coll (trailman@myfairpoint.net) sent a message using the contact form at <http://ctps.org/contact>.

Hello, I am a new member of the Friends of the Bruce Freeman Rail Trail. I have been asked to seek your financial support for the continuing growth of our Trail. Specifically for Phase 2B, Project ID 606223 and Phase 2D, Project ID 608164. Please consider these Projects at your meeting on 23 May 2018. Completion of these projects will allow more people to safely walk, bike and commute through our communities. Thank you and thank you for past support of our Trail. Respectively, Timothy A. Coll

ZIP code: 03452-5828

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Wednesday, May 16, 2018 10:29 PM
To: publicinfo@ctps.org
Subject: [General Comment] Bruce Freeman Trail (Sent by linda irish-simpson, lindairishsimpson@gmail.com)

linda irish-simpson (lindairishsimpson@gmail.com) sent a message using the contact form at <http://ctps.org/contact>.

This trail has been expanded into Acton and is a wonderful place for families, bikers, walkers and disabled to enjoy the outdoors in a safe and fun environment. It creates interest in retail operations near the trail and should be extended in all directions to be part of the Greenway trail from Florida to Maine. Continue to support this important endeavor since it benefits all people from all parts of the state.

ZIP code: 03076

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Saturday, May 12, 2018 10:57 AM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] BFRT support (Sent by Jim Snyder Grant, jim@snyder-grant.org)

Jim Snyder Grant (jim@snyder-grant.org) sent a message using the contact form at <http://ctps.org/contact>.

I'm writing to support phase 2B of the Bruce Freeman Rail Trail. Getting across Rte 2 anywhere near the Acton/Concord line as a pedestrian or bicyclist is very dangerous now. Phase 2B includes the bridge over Rte 2 and connections to Acton and Concord roads. This will be a key connector for those like me that do chores and other travel by bicycle in this area, and will keep me and other bicyclists and pedestrians away from trying to navigate sections of the Concord rotary.

ZIP code: 01720

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Friday, May 18, 2018 1:37 PM
To: publicinfo@ctps.org
Subject: [General Comment] Bruce Freeman Rail Trail Supporter/User (Sent by Bob and Sue Armstrong, army103@comcast.net)

Bob and Sue Armstrong (army103@comcast.net) sent a message using the contact form at <http://ctps.org/contact>.

My wife and I are ardent supporters of rail trails in general, however, we are greatly supportive of the extension of the Bruce Freeman Rail Trail from Acton across Route 2 and through Concord. The rail trail will be a wonderful commuting and recreational asset for the all residents that live on or near the rail trail. We hope that you will give your full funding support for completion of the BFRT in a timely basis.

Thank you.

Bob & Sue Armstrong

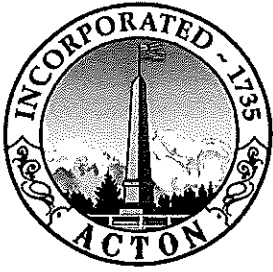
ZIP code: 01742

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Friday, May 18, 2018 1:35 PM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] Support TIP (Sent by Jim Salem, jimdrum@gmail.com)

Jim Salem (jimdrum@gmail.com) sent a message using the contact form at <http://ctps.org/contact>.

I support the following projects which would significantly improve transportation in the area I live:
Sudbury IID portion of the Bruce Freeman Rail Trail (TIP 608164) Acton's Kelley's Corner street improvements projects (TIP 608229)

ZIP code: 01720



TOWN OF ACTON
472 Main Street
Acton, Massachusetts, 01720
Telephone (978) 929-6611
Fax (978) 929-6350

Katherine Green
Chairman, Board of Selectmen

May 8, 2018

David Mohler, Chairman
Boston Region Metropolitan Planning Organization
10 Park Plaza, Suite 2150
Boston, MA 02116

Re: Kelley's Corner Intersection Improvements – Acton
TIP ID#608229

Dear Mr. Mohler:

This is to follow up on the Acton Board of Selectmen's March 5th letter to the Boston MPO expressing our gratitude for the Boston MPO and MassDOT's continued support of the Kelley's Corner Intersection Improvement project. Since that letter, at our annual Town Meeting on April 3rd, the Town fell three votes short of the required two-thirds majority to bond an additional \$469,000 for the supplemental engineering funds and appraisal fees needed to move the project forward.

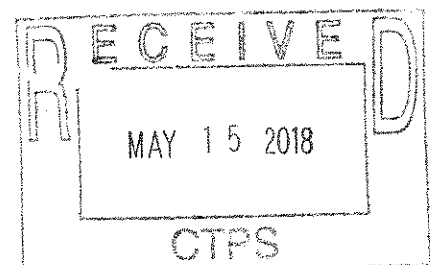
At our May 7th meeting, the Board of Selectmen discussed the vote and our position on the project. The Board voted unanimously to continue supporting the project and to request MassDOT to move forward with the 25% design public hearing. The Board also unanimously agreed to bring a request back to either a Special Town Meeting this fall or Annual Town Meeting in April 2019 for the additional funding needed to get to 100% design and to conduct the appraisals. At this time, we will also bring forward a warrant article authorizing acquisitions and takings subsequent to the appraisals. With this strategy in mind, the Board of Selectmen feels confident that the Town will be able to complete the necessary design plans and right-of-way acquisitions for construction in FY2022.

We greatly appreciate your ongoing commitment to this project and ask that you keep the project on the 2019-2023 TIP for funding in FY2022. If you have any questions, please feel free to contact me.

Sincerely,

Katherine Green,
Chairman, Board of Selectmen

cc: Alexandra Kleyman, TIP Manager
Arthur Frost, MassDOT Highway – District 3
Kelley's Corner Steering Committee
Lindsey Barbee, GPI



From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Friday, May 18, 2018 1:31 PM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] Acton: Kelley's Corner improvements
(Sent by Jim Snyder-Grant, Clerk of Green Acton, Inc. , info@greenacton.org)

Jim Snyder-Grant, Clerk of Green Acton, Inc. (info@greenacton.org) sent a message using the contact form at <http://ctps.org/contact>.

Public Statement about Kelley's Corner Infrastructure Project Approved by Green Acton Directors

Green Acton looks forward to changes in Kelley's Corner to help it become, in the words of the Acton 2020 plan, "a busy, walkable Town center." Green Acton advocates for sustainable, walkable, ecologically sound and human-friendly land use, consistent with the Acton 2020 plan. The Kelley's Corner Steering Committee (KCSC), started by the Acton 2020 committee, is charged with creating and implementing a plan to achieve the Acton 2020 goals for Kelley's corner. So, there is a great deal of alignment between Green Acton's goals and the KCSC goals.

The directors of Green Acton have some concerns about the current 25% design for the Kelley's Corner Infrastructure Project. We do not have a shared position on whether addressing these concerns will require a delay in the TIP process or can be accommodated within the current design. We do share a concern that the goal of reducing traffic wait times has been prioritized too far "above" other goals. We plan to continue working with the KCSC to understand how best to address our concerns.

We share these concerns, and offer some suggestions on how to resolve them.

We don't have a shared understanding of which of these suggestions may represent the best ways forward. We plan to work with the KCSC to see if research and discussion will help us converge on the best ways of addressing these concerns

1. The destruction of large trees that are sequestering major amounts of carbon and contributing to quality of life, especially the trees on the north side of Mass. Ave. between Main Street and Charter Road. Suggestions include:
 - a) have an arborist report on the health and estimated remaining lifetime of these trees for use as guidance in judicious removal of any "senior" trees
 - b) fund sufficient trees to match the total of diameters of any trees that may be removed in the course of the project; these replacement trees do not all need to be sited in Kelley's corner, and probably shouldn't be
 - c) reconfigure sidewalks, traffic lanes, and bike lanes to keep the embankment as is in order to protect the trees on the north side of Mass. Ave. between Kelley's Corner and Charter Road
 - d) ensure that the landscaping for the project:
 - i) responds to the need for "green visual corridors," or vistas, along the length of the project on Mass. Ave. and Main St.
 - ii) is designed with human needs in mind, i.e., more natural/fluid/organic than rectilinear (note how few straight lines exist in nature)
 - iii) employs a diverse assortment of hardy, long-lived native trees and other plantings

2. The wider crossing distances at the main Kelley's Corner intersection that create extra risks and concerns for people with disabilities and children, and may threaten the viability of parking-dependent businesses by removing parking. Suggestions include:

- a) remove additional turning lanes to shorten walking distances
- b) raise and widen crosswalks to create a more compelling zone of safety for pedestrians
- c) provide additional persuasive information on how new traffic light systems increase safety for children and people with disabilities by extending the time allowed to cross — even with longer crossing distances
- d) create specific parking plans to allay the concerns of business owners
- e) lower the speed limit to that used for other arterial numbered highways in area towns (such as in Wayland at Rt. 27), and make any other “traffic-calming” changes that would implicitly communicate the new, slower limits

We urge the Committee to continue to work with concerned citizens to develop a plan that addresses these concerns, and to prioritize any “fixes” that would impact the Town's path through the state and federal approval and funding processes. Green Acton looks forward to continued cooperation and communication with the Kelley's Corner Steering Committee, Town Staff, and DOT and MPO officials, in bringing “a busy, walkable Town center” to Kelley's Corner, and in finding a shared sense of priorities that center people and the environment in this critical project, which will shape our Town for decades to come.

ZIP code: 01720

----- Forwarded message -----

From: Terra <terraf@compuserve.com>
Date: Fri, May 18, 2018 at 1:02 PM
Subject: Letter from Residents, Acton Kelley's Corner
To: Alexandra Kleyman <akleyman@ctps.org>

Below, is a letter and a list of names that we would like formally submitted for testimony.

We are hoping for a delay in the hearing/funding until until these important design attributes are fixed. Local officials have told us that these are major design changes and that there is no time for major design changes, or we will lose our funding. We don't care if we lose the funding. We can't risk having this project increase our town for "free money".

I just started gathering names for this letter, and will continue gathering names, until our concerns are addressed.

Please see below for the testimony and names we would like entered into the summary chart and the overall record in time for the _____ vote.

--
Terra

~*~*~*~
Terra Friedrichs
+1 978 808 7173

*

Dear Boston Region Metropolitan Planning Organization Commissioners,

We would like our comments added to the testimony for the proposed Kelley's Corner project in Acton. We are advocating for sustainable, walkable, eco-human friendly land use. The Town of Acton 2020 Master Plan calls for Kelley's Corner to become "a busy, walkable Town center."

However, we have serious concerns about the current 25% design for the Kelley's Corner Infrastructure Project. While we respect the efforts of all who have been involved, the design falls short in several ways, including:

*

Destroying a significant number of trees

*

Increasing the curb-to-curb distance for pedestrians, in particular where it adds left turn lanes at the intersection of Route 27 (Main St.) and Route 111 (Massachusetts Avenue)

*

Impacting small, local businesses by taking a significant portion of the already minimal parking area of a restaurant located at the corner of Main St. and Massachusetts. Avenue. The absence of parking alternatives is likely to have devastating consequences for this local restaurant.

We urge the State to not proceed with the 25% hearing until the following changes are made to the plan:

1.

Greatly minimize the destruction of trees, in particular saving most of the oldest trees.

2.

End plans to add turn lanes at the intersection of Route 27 and [Route 111](#)

3.

Minimize the impact on small local businesses in Kelley's Corner by eliminating the additional turning lane.

4.

Decrease the speed limits into the intersection from 30 or 35 miles per hour (depending on the approach) to 20-25 miles per hour for all entrances into the intersection.

Sincerely,

Terra Friedrichs, [2 Wright Terrace, Acton](#)

Danny Factor, [11 Davis Road](#), Acton

Dennis G Caristi [9 Davis Rd. Apt C11 Acton](#)

Karen Boutet, [67 Hammond St, Acton](#)

Michaela Moran, [80 School St, Acton](#)

Eleanor Mathews, [241 Central Street, Acton](#)

Greg Bishop, [190 Main St, Acton](#)

Claudia Bishop, [190 Main St, Acton](#)

Joann Witek, [409 Arlington St, Acton](#)

Matthew Liebman [27 Tuttle Drive, Acton, MA](#)

Kathryn Acerbo-Bachmann, [50 River St](#), Acton, MA

Todd Bachmann, [50 River St, Acton, MA](#)

From: publicinfo@ctps.org on behalf of Dave Lunger
Sent: Sunday, May 13, 2018 12:28 PM
To: publicinfo@ctps.org
Subject: Kelley's Corner Infrastructure Plan concerns, Acton MA

David J. Mohler, Chair
Boston Region Metropolitan Planning Organization
c/o Alexandra Kleyman, TIP Manager

State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116

Dear Commissioners,

I am raising the issue of fairness and process occurring in Acton with regard to Kelley's corner.

At our Town Meeting, after hearing a plethora of concerns about continuing with the infrastructure plan, and considering the myriad of issues raised, many of which were not addressed, nay some ignored, we voted down this 2/3-vote-required funding request.

More recently at a Board of Selectman meeting that I attended, the four members present voiced their intentions to restructure the funding to require a future majority re-vote. After which statements from the public voiced varying degrees over many concerns, now not just about the project details which are problematic, but that the Board members approach apparently is to keep calling for votes until they get their desired voting result.

Some of my particular issues with this plan include:

- "Taking" of land destroys a viable business, that we need and value – its loss would blight the supposed end result
- Widening of the road west of the intersection cuts down old-growth trees – vital to shade and town character that we cherish
- While speeding up auto traffic flow has some merit, it does so at the expense of slower and more dangerous pedestrian traffic

Rest assured, that the machinations of the Board here on the democratic process has energized a growing group here to oppose this infrastructure plan as flawed and detrimental to our town. I urge you to not continue with funding of this project.

Sincerely,

Dave Lunger
5 Wampanoag Drive
Acton, MA 01720
781-775-9922

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Tuesday, May 08, 2018 4:25 PM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] Thank you! (Sent by Yolanda Greaves, yolanda.greaves@gmail.com)

Yolanda Greaves (yolanda.greaves@gmail.com) sent a message using the contact form at <http://ctps.org/contact>.

Thank you for keeping Ashland on the TIP for 2020!! We look forward to getting this project completed and working with MassDOT to create a roadway that will help drive economic development for Ashland and give our residents a safer way to get around!!

Regards,
Yolanda Greaves
Ashland Board of Selectmen, Clerk

ZIP code: 01721

Friends of Melnea Cass Blvd.
c/o 81 Lawn St., Roxbury, Mass. 02120

May 14, 2018

To:

Kenneth Miller/FHWA Assistant Deputy Administrator

Jonathan Gulliver/ Mass DOT Highway Division Administrator

Ali Kleyman, TIP Manager/ Boston Region

Re: Mass DOT Project # 605789 Reconstruction of Melnea Cass Blvd.

A 25 % Design Hearing for this Boston project was held on March 1, 2018. Many attendees, including elected officials, their representatives, community residents and advocates from local organizations expressed concerns and comments about the proposed plan. Additional responses were submitted during the subsequent public comment period that ended March 18.

According to the official presentation It was announced that "All views and comments made at the hearing will be reviewed and considered to the maximum extent possible."

The community comments deserve a response, the design should not proceed to the 75% level without this standard step in the process. Significantly, environmental review is required for this project and should have been addressed earlier in the process.

We are submitting this complaint to Mass DOT who are responsible for administrating the design process and the Federal Highway Administration who are responsible for overseeing the project as it is federally funded. We are also including this as a comment for the TIP 2019-2023 public review.

Sincerely, 
Alison Pultinas
for Friends of MCB

cc: Mayor Martin Walsh
Representative Byron Rushing
Representative Chynah Tyler
Senator Sonia Chang-Diaz

FRIENDS OF MELNEA CASS BOULEVARD
c/o 81 Lawn Street
Roxbury, MA 02120
kay.mathew1@gmail.com

May 17, 2018

Patrick Hoey
James Gillooly
Boston Transportation Department
City Hall
Boston, MA 02215

Re: Next steps, Melnea Cass Boulevard Reconstruction Project

Dear Pat,

As you know, the state's letter presented at its March 1st MCB 25% Design Public Hearing indicated that "At the conclusion of the hearing, MassDOT will review all of your comments and, where feasible, incorporate them into the design of the project." Your update, sent on May 1st, appears to disregard this promise as a next step in the process and rather, suggests that it will not be fulfilled.

The First Workshop (Open House) following the public hearing hosted by BTB and held on April 25th is described by you as completed. However, the work of this Workshop should have been to respond to and resolve the many comments made at the March 1st public hearing attended by some 60 or 70 members of the public. The March 1st hearing's public comments were not addressed. And, because of limited outreach, other city meetings in the neighborhood held at the same time, and bad weather, fewer than ten members of the public attended, while nearly a dozen public employees and a similar number from the consultant team were there. Thus, the "work" of the workshop did not happen. As an example: Despite many discussions over time between FMCB and BTB, the 25% design displays a continued lack of adequate safety for pedestrians and bicyclists at Tremont and MCB, a major intersection. To address this critical issue, Representative Rushing asked that a task force be created that would include abutters and advocates to come up with a more workable plan for this key intersection. However, at your April 25th Workshop, instead of plans for the establishment of a task force, a display table presented three alternative designs proposed by the project consultants themselves, not the community, two of which were quickly dismissed by all; clearly not fulfilling the Representative's request.

The City and the neighborhood have been at this for a long time. Since 2011, the neighborhood has participated in the City's effort to redesign the Boulevard, and indeed, over these seven years the project has slowly improved. Counting on the City's promise of a cooperative design, FMCB spoke in favor of funding the project at the MPO in 2016. But now the promise of a collaborative relationship appears to have eroded so that essential and routine communication among agencies, residents and advocates has been lost. We would like to be part of the engagement that

re-builds a trust in the process, which is what our Mayor wants for all projects impacting city neighborhoods. Trust is built based on true give and take, not an item on a checklist on the way to project realization.

There remain important problems with the design; many were raised at the 25% Design Hearing, and the response is not yet forthcoming. Frankly these are design issues that should be as important to the City of Boston as they are to the neighbors. 60 mature trees lining the boulevard should not have to be removed when the community has a workable way to save them. Snow shouldn't be plowed onto the bike path to clear the boulevard, yet that remains an integral flaw in the design. Residents shouldn't have to wade through puddles and snow to cross the street, yet the City is on the hook to find new equipment and skilled workers to clear the proposed overly complex intersections. And the proposed small changes to the existing unsafe intersections are unlikely to provide the convenience or public safety promised. "Complete Streets" will have little meaning if the City ignores the needs of abutting properties. And the City cannot solve Roxbury's Heat Island Crisis unless more of the mature trees are preserved - in the design, during construction, and following completion of the project.

Friends of Melnea Cass Boulevard want to see MCB's reconstruction proceed on time and on budget. But a newly invigorated process to reach mutually acceptable design decisions must be begun immediately if that is to be the case. Let's do the work that needs to be done!

Very truly yours,

Friends of Melnea Cass Boulevard

Kay Mathew
Alison Pultinas
Val Shelley
Marah Holland
Ken Kruckemeyer
Dorothea Hass
Carole Walton

From: drupaluser@ctps.org on behalf of Contact form at Boston Region MPO
Sent: Friday, May 18, 2018 1:12 AM
To: tip@ctps.org
Subject: [Transportation Improvement Program (TIP)] FFYs 2019–23 Transportation Improvement Program (Sent by Ken Krause, kenneth.krause@comcast.net)

Ken Krause (kenneth.krause@comcast.net) sent a message using the contact form at <http://ctps.org/contact>.

I wish to register my support for the funding allocations for two projects in the FFY 2019-13 TIP: The Green Line Extension to Somerville and Medford (MassDOT Project ID BN1570) and the roadway reconstruction at the Brooks Elementary School in Medford (MassDOT Project ID 608835). Both of these projects will improve mobility, safety, opportunities for non-motorized travel, and air quality in a heavily populated, congested, and polluted region. Thank you.

ZIP code: 02155



The Commonwealth of Massachusetts
MASSACHUSETTS SENATE

SENATOR BRENDAN P. CRIGHTON
Third Essex District

STATE HOUSE, ROOM 109C
BOSTON, MA 02133

TEL. (617) 722-1350

FAX (617) 722-1005

BRENDAN.CRUGHTON@MASENATE.GOV

WWW.MASENATE.GOV

May 16, 2018

Chairman
JOINT COMMITTEE ON MUNICIPALITIES
AND REGIONAL GOVERNMENT

Vice Chairman
JOINT COMMITTEE ON HOUSING

JOINT COMMITTEE ON ECONOMIC DEVELOPMENT
AND EMERGING TECHNOLOGIES

JOINT COMMITTEE ON MENTAL HEALTH,
SUBSTANCE USE AND RECOVERY

JOINT COMMITTEE ON TRANSPORTATION

David Mohler, Chair
Boston Metropolitan Planning Organization
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116

Dear Mr. Mohler:

I am writing in support of projects in Lynn, Marblehead, Saugus and Swampscott that are programmed in the draft FFYs 2019- 2023 Transportation Improvement Program (TIP) for the Boston Metropolitan Planning Organization. Each of these projects is a priority for their respective municipalities and for the region.

The replacement of the Belden G. Bly Bridge on Route 107 in Lynn and Saugus over the Saugus River (ID#604952) is a critical project that will address public safety and access concerns both on the roadway and the waterway. This project is currently programmed in FFY2018 TIP; however, the proposed Amendment #3 to the current TIP moves the project out to FFY 2019 with a revised 5 year timeline. This project has impacted local roads since detours were put in place and the construction of the temporary bridge began in 2009. The original timeline called for the permanent replacement bridge to be completed in 2014. I would like to request that this priority project not be moved out any further so that the construction of the replacement bridge begins in 2019.

The reconstruction of Route 129 (Lynnfield St.) in Lynn from Great Woods Rd. to Wyoma Square (ID#602077) is programmed for FFY 2020 and this stretch of roadway is in such awful condition that I would request it be moved to FFY 2019 if possible. Lynnfield St. is a main artery into and out of the City of Lynn for commuters and commercial vehicles and the amount of daily traffic will almost certainly see substantial further deterioration on this road before FFY 2020 making it unsafe before work would begin as currently programmed.

In Marblehead, intersection improvements at Pleasant Street & Village, Vine and Cross Streets (ID#608146) are programmed for FFY 2021. This project will improve public safety and ease traffic congestion. Similarly, intersection and signal improvements on Route 1A (Paradise Road) at the Swampscott Mall (ID#607761) programmed in FFY 2021 will have a significant impact on vehicular and pedestrian safety. I request that the MPO work to advance these projects on or ahead of schedule.

I urge the Boston MPO to keep each of these projects programmed within the FFYs 2019-2023 TIP and request that any changes to the timeline of the projects be proactively communicated to the affected municipalities.

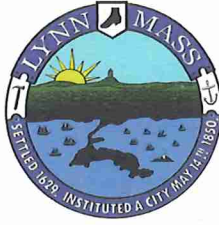
Thank you for your time and consideration. Should you have any questions, please do not hesitate to contact me directly.

Sincerely,



Brendan P. Crighton
State Senator
Third Essex

City of Lynn



City Hall, Room 306
Lynn, MA 01901

Phone: 781-586-6850

Fax: 781-599-8875

thomas.mcgee@lynnma.gov

Thomas M. McGee
Mayor

May 17, 2018

David Mohler, Chair
Boston Metropolitan Planning Organization
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 02116

Dear Mr. Mohler:

I am writing in support of two projects in Lynn that are programmed in the draft FFYs 2019- 2023 Transportation Improvement Program (TIP) for the Boston Metropolitan Planning Organization.

The replacement of the Belden G. Bly Bridge on Route 107 in Lynn and Saugus over the Saugus River (ID#604952) is a critical project that will address public safety and access concerns both on the roadway and the waterway. This project is currently programmed in FFY2018 TIP; however, the proposed Amendment #3 to the current TIP moves the project out to FFY 2019 with a revised 5 year timeline. This project has impacted local roads since detours were put in place and the construction of the temporary bridge began in 2009. The original timeline called for the permanent replacement bridge to be completed in 2014. I would like to request that this priority project not be moved out any further so that the construction of the replacement bridge begins in 2019.

The reconstruction of Route 129 (Lynnfield St.) in Lynn from Great Woods Rd. to Wyoma Square (ID#602077) is programmed for FFY 2020. I would like to request that this project, which is at 75% design, be moved to the FFY 2019 TIP due to the incredibly poor condition of this stretch of roadway. Lynnfield St. is a main artery into and out of the City of Lynn for commuters and commercial vehicles and the amount of daily traffic will almost certainly see substantial further deterioration on this road before FFY 2020, making it unsafe before work would begin as currently programmed.

The City of Lynn is currently in the process of identifying other locations to correct significant traffic and safety issues, and we look forward to working with you on those projects in the near future.

Thank you for your time and consideration. Should you have any questions, please do not hesitate to contact me directly.

Sincerely,

Thomas M. McGee
Mayor

PREOTLE, LANE & ASSOCIATES LTD.

200 RIVER'S EDGE DRIVE
MEDFORD, MA 02155

TELEPHONE
(781) 391-8900
(212) 754-3030

FACSIMILE
(781) 391-8901

May 3, 2018

Alexandra Kleyman
TIP Manager, Boston Region MPO
State Transportation Building, Suite 2150
10 Park Plaza
Boston, MA 02116

Re: Exchange Street Downtown Improvement
Project No. 608275

Dear Ms. Kleyman:

I am writing in support of Malden's **Exchange Street Downtown Improvement Project No. 608275**. The public improvements contemplated by this project will help Exchange Street become a wonderful urban place.

An affiliate of our firm owns a 152,000 square foot first class office building in Malden, located at 350 Main Street ("350"), occupying a full block bordered by Main, Centre, Middlesex and Exchange Streets.

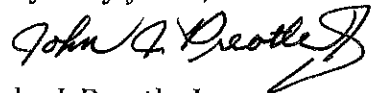
Over the past several years we've invested over \$2 million at 350 in building enhancements, excluding improvements specifically for individual tenants. Many of these enhancements also are utilized by and benefit the general public, including 350's plaza, café, and lobby, in which works of local artists and Malden High School students are displayed much of the year.

We have also contributed to the construction of and fund the annual maintenance of Fitzgerald Park, a vest pocket park located on Exchange Street, which abuts a city-owner parking garage just west of 350. In late May, Malden Arts will be installing an exciting mural depicting the artwork of former Malden resident and children's book illustrator Ed Emberley on the north face of the garage overlooking the Park.

Within the past two years, in the quarter mile between 350 and the Malden MBTA Station, numerous Exchange Street sites have been or are being redeveloped, such as the site of a vacant grocery store/fitness center into luxury apartments, a bank check processing center into creative office and retail, and the dated Malden Police Station and a church as part of the site into the mixed use project Jefferson at Malden Square. As part of these developments, various public improvements are also being undertaken. Exchange Street is well on its way to becoming an exciting, vibrant place. The Improvement Project, if completed, will help Malden and Exchange Street achieve that excitement and vibrancy.

I appreciate the opportunity to comment on this Improvement Project. If I can be helpful to you in any way in your review process, please contact me.

Very truly yours,



John J. Preotle, Jr.

Deborah A. Burke
Executive Director
Malden Redevelopment Authority



May 8, 2018

Ms. Alexandra (Ali) Kleyman, TIP Manager
Boston Region MPO
State Transportation Building, Suite 2150
10 Park Plaza
Boston, MA 02116

Re: Exchange Street Downtown Improvement Project No. 608275 on the "Draft FFYs 2019-2023"

Dear Ms. Kleyman:

Jefferson Apartment Group has made a significant commitment to the transformation of Malden Center. We are currently completing a 500,000 sf mixed-use project that will include 320 residential apartments, approximately 23,000 sf of retail space, 45,000 sf of office space and 330 garage parking spaces. This development will result in the pedestrian and vehicular reconnection of Malden's historic retail street to the MBTA's Malden Center Station and result in a more vibrant and accessible Malden Center.

Our project is bounded by Exchange Street, Commercial Street, Florence Street, Pleasant and Abbott Streets. As part of our investment in Malden Center, we will be enhancing the streetscape and circulation in and around our project, including significant improvements to Exchange Street that will result in new lighting, improved street parking, better crosswalks, and street trees as well as improved pedestrian and bicycle access. The proposed Malden Exchange Street Downtown Improvement Project will build upon our improvements, creating a more accessible and vibrant Malden Center.

Our project, which is planned for completion in 2019, will effectively open the doors to Malden Center and we have been working collaboratively with the City of Malden toward that goal since 2013. We believe that the Exchange Street Downtown Improvement Project is critical to the overall transformation of Malden Center for its ability to extend the benefits beyond the Pleasant Street spine to Exchange Street. Exchange Street and Pleasant Street work in tandem and the long term success of Malden Center is bound to the ease of access and circulation for pedestrians, vehicles and bicyclists on both of these thoroughfares.

We strongly support the inclusion of the Exchange Street Downtown Improvement Project on the TIP and believe that our planned investments in and around Exchange Street in 2018 and 2019 make this TIP round the right time for this investment in Malden's future.

In support of all efforts to further the transformation of Malden Center to a vibrant mixed-use City Center,

Sandi Silk
Senior Vice President

A handwritten signature in blue ink, appearing to be 'Sandi Silk', is written over the printed name and title.

Exchange Street Bistro

67 Exchange Street • Malden, MA 02148
781-322-0071 Fax 781-322-0068
www.exchangestreetbistro.com

To: Ms. Alexandra Kleyman, TIP Manager, Boston Region MPO, State Transportation Building, Suite 2150, 10 Park Plaza, Boston, MA 02116
From: John Carlino, Exchange Street Bistro
Re: Exchange Street Downtown Improvement Project No. 608275
Date: May 6, 2018

Dear Ms. Alexandra Klyeman,

I am writing in support of the Exchange Street Downtown Improvement Project No. 608275. My name is John Carlino and I am the proud owner of Exchange Street Bistro on Exchange Street in Malden, MA. I am also the Vice President of the Massachusetts Restaurant Association. I have lived in Malden for over 27 years and have owned Exchange Street Bistro for 12 years. I decided to open a restaurant in downtown Malden over 12 years ago in order to contribute to the revitalization of the Malden Center area. Since this time, Malden Center has undergone many improvements, with the best being in the last couple of years. I am a strong believer in the city and all its potential. I believe that this improvement project is only going to help take the city one step further.

With all the changes going on in the downtown area, this project is going to be vital to the success of Malden. In any successful city, it is important that the downtown area is vibrant. Having a vibrant downtown area attracts families, customers, as well as businesses. Malden Center is in need of more businesses such as bakeries, ice cream shops, etc. and is lacking them due to the appearance of the downtown area. I have spoken with various business owners throughout the state who would like to invest into Malden, but in the past, have been hesitant due to the conditions of the downtown area. This project would allow more entrepreneurs and business owners like myself to be interested in the Malden Center area, which would be great for Malden as well as Massachusetts. Furthermore, the downtown area is not safe for our residents or visitors as it lacks handicap parking spaces, sufficient lighting, crosswalks, and sufficient sidewalk space. Fixing these various aspects of Malden Center would promote the safety of our residence and visitors. It will also help to create a vibrant Malden Center, one that I have had in mind for my business, my family and my community. Thank you so much.

Best regards,


John Carlino
Owner of Exchange Street Bistro

Lunch • Dinner • Sunday Brunch • Private Events • Functions

May 4, 2018

Ms. Alexandra Kleyman
TIP Manager
Boston Region MPO
State Transportation Building
Suite 2150
10 Park Plaza
Boston, MA 02116

RE: Letter of Support for Exchange Street Project No. 608275 in Malden

Dear Ms. Kleyman:

I am writing to express support for proposed Exchange Street Downtown Improvements Project No. 608275. Combined Properties-affiliated entities own two multi-family communities adjoining Exchange Street within the project area. Based upon review of construction drawings for the project, it appears that the project will have a positive impact upon neighborhood streetscape and livability, strengthen vitality of retail businesses in the Malden central business district, and promote further economic development in this transit-oriented location.

If we can provide further information concerning our support for the project, feel free to contact me at your convenience.

Thank you in advance for your consideration.

Regards,



Chris Maietta
Senior Vice President of Business Development

cc: Ms. Deborah A. Burke, Executive Director, Malden Redevelopment Authority

Ms. Alexandra (Ali) Kleyman
TIP Manager, Boston Region MPO,
State Transportation Building, Suite 2150
10 Park Plaza, Boston, MA 02116

RE: Exchange Street Downtown Improvement Project - No. 608275

Dear Ms. Alexandra,

I am the owner of Boda Borg Boston, a destination entertainment building located in Malden on both Pleasant and Exchange Streets. I am writing to support the Exchange Street Downtown Improvement Project - No. 608275.

Boda Borg Boston welcomes over 150,000 Guests annually, over 90% of whom come from outside Malden. We opened our business in 2015 and have been excited about the progress and development made in Malden in recent years. The opening of Pleasant Street with the demolition of the old City Hall and the addition of new retail and apartment space has brought new life to an already strong city. The Exchange Street improvement project will play a vital role in cementing and strengthening this revitalization.

Exchange Street is a major route through the heart of Malden Center, but its current condition is a significant hindrance. The sidewalks are inadequate and damaged, and the street's current configuration leads to a mix of excessive speeds and congestion. The improvement project would greatly streamline car flow, enhance both the capacity and safety for pedestrian traffic, and add a much-needed bike path. I am confident that the project will be of significant benefit to the residents and businesses in the area.

I strongly support The Malden Exchange Street Downtown Improvement Project (608275) for the long term benefits it will provide to this community. If you would like to hear more from the local community, please feel free to reach out to me.

Best Regards,
Chad

Chad Ellis
Owner and CEO
Boda Borg Boston
chad.ellis@bodaborg.com

BERKELEY

May 4, 2018

Ms. Alexandra Kleyman
TIP Manager
Boston Region MPO
State Transportation Building, Suite 2150
10 Park Plaza
Boston, MA
02116

RE: Exchange Street Downtown Improvement Project No. 608275

Ms. Kleyman,

I am writing this letter in support of the Exchange Street Downtown Improvement Project No. 608275 and more importantly in support of keeping this project in the Final Transportation Improvement Program.

Berkeley Investments owns 200 Exchange Street in Malden – immediately across from the Malden Center T station – and is about to launch a large scale improvement project at the site that includes more than \$25 million in hard costs alone. Our intent is to transform the building – a 320,000 square foot former back-office bank operations building – into an innovation hub, bringing technology-, innovation-, and creative-economy employers together in the heart of Malden. We will add ground floor retail space to the larger office and dynamic flex space within the building, creating a much more interactive streetscape along Exchange Street than has been there historically. The building's transformation will bring over one thousand new employees to the building as well as new retail consumers; in doing so it will generate significant pedestrian, bicycle, and vehicle traffic in the area and specifically on Exchange Street.

I understand that the Exchange Street Downtown Improvement Project will improve connections in the heart of downtown Malden for all three modes of traffic. In addition, it will bring much needed roadway and streetscape improvements to the area, all while making the streets in this area safer for pedestrians and bicycles. Sidewalks currently do not comply with ADA requirements, street lights are lacking and inefficient for pedestrian and bicycle users, and the number of marked cross walks are limited. The improvements that will come with the Project will add to the work underway by the City and by the private sector and will build upon a partnership between the public and private sectors to create a far safer and more usable environment for the thousands of people who walk and ride in the area every day.

I strongly encourage you to keep the Exchange Street Downtown Improvement Project No. 608275 in the Final Transportation Improvement Program. Please do not hesitate to contact me if you would like to discuss further.

Kind regards,



Young K. Park
President

126-150 Pleasant Street Associates, LLC

150 Mount Vernon St. Suite 500 Boston, MA 02125

April 27, 2016

Alexandra Kleyman
TIP Manager, Boston Region MPO
State Transportation Building, Suite 2150
10 Park Plaza
Boston, MA 02116

Dear Ms. Kleyman,

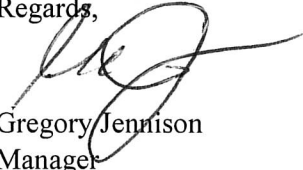
This letter is in support of the Malden Redevelopment Authority's Exchange Street Downtown Improvement Project No. 608275 on the "Draft FFYs 2019-2023" Transportation Improvement Program (TIP) which will improve the vehicular, bicyclist and pedestrian connections in downtown Malden. 126-150 Pleasant Street Associates, LLC is near completion of a 69-unit historic renovation of the former Masonic Building and constructing of a new addition at 138 Pleasant Street which has frontage on Exchange Street.

The developers support this improvement project and believe that it will be an additional catalyst of economic development in the city. The developer supports and urges the Metropolitan Planning Organization to keep this project on the final TIP as it will:

- Provide a better and safer pedestrian, bicycle and vehicle connection from Malden Center MBTA Station to the rest of Malden's Downtown area
- Enhance the streetscape with new landscaping; street lighting and paving; and ADA compliant sidewalks and ramps

Please let me know if you need any additional information.

Regards,



Gregory Jennison
Manager

126-150 Pleasant Street Associates, LLC

CC Deborah Burke
Executive Director
Malden Redevelopment Authority

MYER DANA and SONS

REAL ESTATE

1340 Centre Street, Suite 101, Newton, Massachusetts 02459

Tel: (617) 928-1700 | Fax: (617) 928-0034

Myer R. Dana
myer@mdana.com

Alan G. Dana
alan@mdana.com

May 7, 2018

Ms. Alexandra Kleyman
Tip Manager
Boston Region MPD
State Transportation Building, Suite 2150
10 Park Plaza
Boston, MA 02116

Re: Exchange Street Downtown Improvement Project No.: 608275

Dear Ms. Kleyman:

We are the owners of 63 and 67 Exchange Street, Malden and numerous other retail/commercial structures on Pleasant Street in Malden Center. All told, we have fourteen occupied retail stores within four buildings all within a two-block radius.

This letter is to express our support for the Exchange Street revitalization project. We believe it is an integral part of the ongoing re-emergence of Malden Center as a vibrant, mixed-use commercial shopping area. It is a vital connector between the Orange Line and bus terminals and the Malden Center, and will correct current safety and transportation deficiencies including both pedestrian and bicycle safety issues. We urge you to approve this much needed project.

Very truly yours,


Alan Dana

AD/gw

Mai Luo
President
Kendall Capital
68 Harrison Ave, Floor 5
Boston MA 02111
T: (+1) [617 913 2001](tel:6179132001)
[Email: mentualu@gmail.com](mailto:mentualu@gmail.com)

Ms. Alexandra (Ali) Kleyman
TIP Manager, Boston Region MPO,
State Transportation Building, Suite 2150
10 Park Plaza, Boston, MA 02116

RE: Exchange Street Downtown Improvement Project - No. 608275

Dear Ms. Alexandra,

This is Mai Luo, a real estate investor owning commercial properties in Malden Center. I am writing to support the Exchange Street Downtown Improvement Project - No. 608275.

The City of Malden has done a remarkable job to revitalize the Malden Center by reconnecting Pleasant Street with the MBTA Station at Malden Center and creating a business-friendly environment among many other efforts. In the past years, numerous businesses have come to Malden, new apartments have been developed, and more people have moved to Malden. Nowadays, over four thousand people live and work near Malden Center.

While Malden Center's primary retail street Pleasant Street has flourished with new businesses and fresh energy, the roadway and streetscape improvements of Exchange Street, which runs through the heart of Malden's downtown and is in parallel with Pleasant Street, are much needed to enhance the function of the new mixed-use retail, housing, and office development and to provide safer bicyclist and pedestrian access to downtown and the Malden Center MBTA Station. Like the Pleasant Street, Exchange Street is also a major connection between downtown Malden and the Malden Center MBTA Station. Residents and commuters walk through Exchange street to the T and retail stores in Malden Center every day. However, Exchange Street need to be improved. For example, most existing sidewalks are narrow and damaged. Also, the street has a wide one-way car way that encourages high vehicle speeds. Furthermore, the street lacks bicycle accommodations, forcing cyclists to share the lane with motor vehicles, which raises safety concerns.

The Malden Exchange Street Downtown Improvement Project (608275) will actively improve vehicular, bicyclist, and pedestrian connections in the downtown through wider sidewalk, high visibility crosswalks, sidewalk bumpouts, and a new protective bike lane among other elements proposed in the Project.

With this, I am enthusiastically support The Malden Exchange Street Downtown Improvement Project (608275) and hope your office will consider funding the project benefiting the public and communities for many years to come. If you would like to hear more from the local community, please feel free to reach out to me.

Best Regards,



Mai Luo



Bike to the Sea, Inc

51 Pleasant Street #15
Malden MA 02148
781-397-6893



May 2, 2018

Deborah Burke, Director
Malden Redevelopment Authority
17 Pleasant Street
Malden MA 02148



Re: Exchange Street Redesign

Dear Ms. Burke:

Bike to the Sea, Inc.'s mission for the last 25 years has been the promotion of bicycling and bicycle safety and the development of the Northern Strand Community Trail in the communities of Malden, Everett, Revere, Saugus and Lynn. We have worked in the past with the MRA and the MBTA to increase bicycle parking at the Malden and Oak Grove Orange Line Stations and have seen the number of bicycles parked at those stations increase at least five-fold from a few dozen to well over 100. Improving the convenience and safety of bicycle access to those stations will increase ridership even more. The 1st full year of bicycle sharing in Malden will also increase bicycling trips.

With the Baker / Polito administration's current effort now to design and pave the Northern Strand from Lynn to Everett, there will be an even greater need for a high quality and safe connection from the Trail to the Malden MBTA station. The Exchange Street Project offers the perfect opportunity for that connection. We strongly support the inclusion of a "cycle-track" along Exchange Street so that bicyclists can be more fully separated from motor vehicle traffic. Cycle tracks have been shown to reduce bicycle crashes as much as 80% compared to a regular street and also attract a wider group of bicyclists both in terms of age and ability. A cycle track will also greatly discourage motor vehicles parking in the bicycle travel lane, as often occurs on Pleasant Street.

We also support the plans to improve sidewalks, pedestrian crossings and add benches, trees and pedestrian-scale lighting along Exchange Street. This will all be complimented by the work of local artists to initiate the "Artline", a series of murals along Exchange Street and the Northern Strand to further beautify this corridor.

On behalf of Bike to the Sea, Inc. we fully support the City of Malden's application for TIP funding for the Exchange Street Project to further these efforts to improve bicycle and pedestrian connections in Downtown Malden.

Sincerely yours,

Janet Green, President



**CITY OF MALDEN
COMMITTEE ON WALKABILITY**

Gary Christenson, Mayor

May 8, 2018

Ms. Alexandra (Ali) Kleyman

TIP Manager
Boston Region MPO
State Transportation Building
10 Park Plaza
Boston, MA 02116

RE: Draft FFYs 2019-2023 - Exchange Street Downtown Improvement Project No. 608275

Dear Ms. Kleyman,

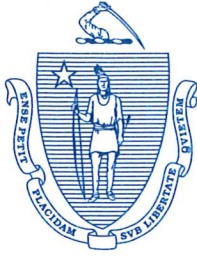
On behalf of Mayor Gary Christenson's Advisory Committee on Walkability, I write in support of keeping the Exchange Street Downtown Improvement Project No. 608275 on the Draft FFY 2019-2023 Transportation Improvements Program (TIP).

The Exchange Street Downtown Improvement Project will support the Walkability Committee's work by fostering improving pedestrian connections to businesses on Exchange Street, and the MBTA Malden Center station. The streetscape improvements are needed to build upon the important changes that are ongoing on Pleasant Street and will provide mobility and safety benefits to the many pedestrians who use the sidewalks every day. The Malden Mayor's Advisory Committee on Walkability is excited to support the Exchange Street Downtown Improvement Project No. 608275 because of how well it aligns with our goals, priorities and initiatives. The city has committed to working with citizens to improve pedestrian safety, and having infrastructure such as wider sidewalks, high visibility crosswalks, sidewalk curb extensions and adequate lighting will bolster those commitments. Additionally, Malden has leveraged over \$400,000 in privately funded improvements from new developments along this corridor to offset construction costs.

Please feel free to contact me with any questions at 603.401.0334 or maldenwalks@gmail.com. Thank you again for your consideration.

Sincerely,

Brian Creamer, Chair
Malden Advisory Committee on Walkability



The Commonwealth of Massachusetts

HOUSE OF REPRESENTATIVES
STATE HOUSE, BOSTON, MA 02133-1054

LORI A. EHRlich
STATE REPRESENTATIVE
EIGHTH ESSEX DISTRICT

STATE HOUSE, ROOM 167
TEL: (617) 722-2810
Lori.Ehrlich@MAhouse.gov

Chair
Joint Committee on
Export Development

May 17, 2018

David Mohler, Chair
Boston Metropolitan Planning Organization
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 20116

Dear Mr. Mohler,

I write in support of two projects in the Draft TIP for FFY 2019-2023. The projects are the intersection improvements at Pleasant Street & Village, Vine and Cross streets in Marblehead (ID#608146), and on Paradise Road by the Swampscott Mall in Swampscott (ID#607761). I appreciate that these projects are in the plan, and hope to see them both included in the final version.

Both intersections are known to be troublesome locally, and efforts to rectify these issues are likely to be welcomed by residents. The improvements will help alleviate unnecessary congestion, as noted by the TIP's nod to the reduced GHG emissions reductions.

These improvements also have significant public safety impacts as well. In recent years a child has tragically been struck and killed at each of the intersections slated for improvements. Any action that can help prevent future accidents is money well spent.

Particularly with the Swampscott project, my office has received multiple complaints about the intersection, but also the crosswalk by 990 Paradise Rd. The situation has gotten so bad that the people who work nearby have organized a petition asking for a pedestrian light to be installed at the crosswalk. The petition (attached) has over 100 signatures. I would request that some of the money go towards crosswalk safety as well.

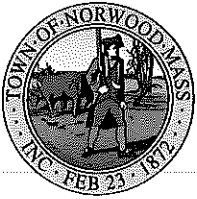
The Marblehead intersection is also dangerous. The two middle schools nearby have a combined enrollment of 1,142 children. Since the school day ends for both at the same time, they flood the

intersection with young pedestrians and there is only one crossing guard on duty. In 2009, 15 year old Alessandra "Allie" Castner was killed by a vehicle that had just gone through the intersection on pleasant street, an event that shook the entire Marblehead community. I urge the MPO to use your best planning practices to reduce the likelihood of something similar happening again.

Both projects are currently scheduled for 2021, and I hope they are kept in the TIP and executed expeditiously. If you have any questions, please feel free to reach out to my office.

Sincerely,

Rep. Lori A. Ehrlich, CPA, MPA
Chairperson, Joint Committee on Export Development
State House, Room 167
Boston, MA 02133
(617) 722-2810



The TOWN OF NORWOOD

Commonwealth of Massachusetts

May 10, 2018

GENERAL MANAGER

Tony Mazzucco

ASSISTANT

GENERAL MANAGER

Bernard Cooper

Ali Kleyman, TIP Manager
Central Transportation Planning Staff (CTPS)
10 Park Plaza, Suite 2150
Boston, MA 02116-3968

Re: Norwood (605857)
Intersection Improvements at Route 1 and University Avenue/Everett Street


Dear Ms. Kleyman,

On behalf of the Town of Norwood, I fully support that construction funding in FFY 2022 for the proposed intersection improvements at Route 1 and University Avenue/Everett Street as shown on the Draft FFY's 2019-2023 Transportation Improvement Program (TIP).

This project is Norwood's #2 priority on the TIP. For many years, we have worked diligently to have this project designed to improve the safety and operational deficiencies of this intersection. With the support of an Executive Office of Environmental Affairs Section 61 finding in 2008, design funding was required by the developers of the University Station project in Westwood. The project is currently at 25% design and a Design Public Hearing date is anticipated very soon.

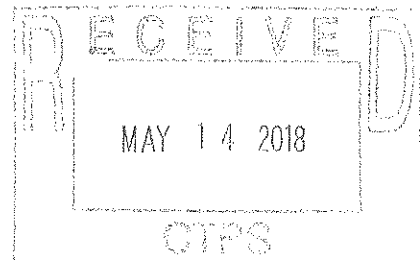
If you have any questions, please do not hesitate to contact me or our TIP contact, Mark Ryan, at 781-760-8341 or by email at mryan@norwoodma.gov

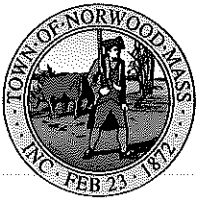
Very truly yours,



Tony Mazzucco
General Manager

Cc: Norwood Board of Selectmen
Rep. John Rogers
Sen. Mike Rush
Thomas O'Rourke
Mark Ryan
File





The TOWN OF NORWOOD

Commonwealth of Massachusetts

May 10, 2018

Ali Kleyman, TIP Manager
Central Transportation Planning Staff (CTPS)
10 Park Plaza, Suite 2150
Boston, MA 02116-3968

Re: Norwood (606130)
Intersection Improvements at Route 1A and Upland Rd/
Washington St and Prospect St/Fulton St

GENERAL MANAGER
Tony Mazzucco

**ASSISTANT
GENERAL MANAGER**
Bernard Cooper

Dear Ms. Kleyman,

On behalf of the Town of Norwood, I fully support that construction funding in FFY 2021 for the proposed intersection improvements at Route 1A and Upland Rd/Washington St and Prospect St/Fulton St as shown on the Draft FFY's 2019-2023 Transportation Improvement Program (TIP).

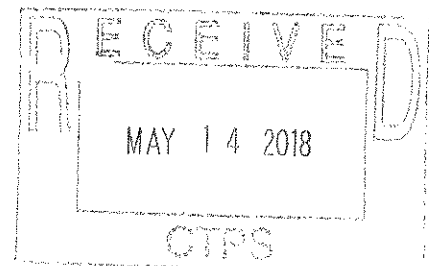
This project is Norwood's #1 priority on the TIP. For many years, we have worked diligently to have this project designed to improve the safety and operational deficiencies of this intersection. We have leveraged \$450,000 from nearby development projects to fund the design for these improvements on the State controlled Route 1A and look forward to the construction phase. We will be submitting 75% design documents this June and project advertisement is scheduled for September, 2020.

If you have any questions, please do not hesitate to contact me or our TIP contact, Mark Ryan, at 781-760-8341 or by email at mryan@norwoodma.gov

Very truly yours,

Tony Mazzucco
General Manager

Cc: Norwood Board of Selectmen
Rep. John Rogers
Sen. Mike Rush
Thomas O'Rourke
Mark Ryan
File





TOWN OF WATERTOWN

DEPARTMENT OF PUBLIC WORKS
124 ORCHARD STREET
WATERTOWN MA 02472

(P) 617-972-6420
(F) 617-972-6402

Gerald S. Mee Jr.
Superintendent

May 3, 2018

Ms. Alexandra Kleyman, AICP
TIP Manager
Central Transportation Planning Staff
10 Park Plaza, Suite 2150
Boston, MA 02116

RE: Watertown – Rehabilitation of Mount Auburn Street
MassDOT Project File Number 607777

Dear Ms. Kleyman:

On behalf of the Town of Watertown, I would like to express our support for the Rehabilitation of Mount Auburn Street (MassDOT Project File #607777). Mount Auburn Street, signed Route 16, is a major corridor in the Town, connecting Watertown Square and the East End of Watertown with Cambridge. The Perkins School for the Blind, Watertown High School, Hosmer Elementary School, and Coolidge Square Business District are served by Mount Auburn Street, in addition to major business institutions and residential areas. The Route 71 trackless trolley, which traverses Mount Auburn Street, has been identified as a key bus route, with transit ridership ranked in the top 15 of the entire system.

There are a number of safety issues with the current road layout. The Coolidge Square segment of the corridor has been identified as a High Crash Location by MassDOT. Many sidewalks and handicapped ramps do not meet current ADA standards and have poor visibility. There are no bicycle accommodations.

The Town has adopted a Complete Streets approach to the design, attempting to balance the needs of all users in the corridor. The proposed project will transform the Mount Auburn Street corridor from its existing configuration as a four-lane arterial roadway designed solely to process through traffic into a bicycle- and pedestrian-friendly street serving the community, consistent with the goals of the Town's 2015 Comprehensive Plan. Reducing the roadway cross section from four vehicular travel lanes to two vehicular lanes, where feasible, will allow for the inclusion of bicycle lanes and wider sidewalks. Additional pedestrian safety improvements include curb extensions at crosswalks to reduce crosswalk lengths and increase pedestrian visibility. The project seeks to improve transit reliability through the use of transit signal priority and/or bus queue lanes, where appropriate.

Over the past year, the Town has been in continuous contact with its partners, including MassDOT, MBTA, DCR, and City of Cambridge. During the 2017-2018 period, the Town has taken a number of steps to continue advancing the project, as noted below:

- To improve public participation, dissemination of information, and make the project more accessible to the public, the Town developed a project web site, found at www.mountauburnstreet.com. The site contains background information about the project, meeting information, as well as project plans and documents.
- The Town completed a Road Safety Audit (RSA) of the Coolidge Square area. The RSA is a formal safety examination of roads and intersections by an independent, multi-disciplinary team. The purpose is to identify potential safety issues and possible opportunities considering all users. A 2006-2015 Highway Safety Improvement Program (HSIP) Pedestrian cluster was identified in the Coolidge Square area.
- The Town is working cooperatively with the MBTA and City of Cambridge, using funds from the Barr Foundation, to pilot elements of bus rapid transit (BRT) along sections of the corridor. This work will improve service and reliability for the roughly 5,000 trips through the Watertown segment of the corridor. As part of the grant, the Town is also engaging in further transit planning to include in the TIP project.
- A number of community meetings have also been held regarding the project, most recently in February. There were two meetings, in June and December 2017 that focused on bicycle facilities planned on the corridor. An "Open House" style meeting was held in January 2018 to discuss design challenges in the Coolidge Square area. A meeting focused on transit issues was held with the MBTA in February 2018.
- The Town is using the feedback obtained from these meetings to further refine its design. An additional open house is scheduled for May 14, 2018 where the public will be able to view the updated plans with staff.

The Town wishes to thank CTPS and the MPO for their consideration for this important project for the Town and the Boston metropolitan region. It contains a number of elements of key importance to the TIP program, including significant safety improvements for all users, improvements to the pedestrian and bicycle network as well as transit assets, reductions in congestion and delays for vehicles and transit, as well as air quality and stormwater management improvements. As a result of our public engagement process, we have made significant progress in advancing towards a 25% design. We appreciate being scheduled for FY'22 TIP funding, and intend to take the necessary steps to remain on this schedule.

Please feel free to contact me at the number listed above if you have any questions or concerns regarding our project.

Sincerely,



Matthew I. Shuman, P.E.
Town Engineer

Cc: Michael J. Driscoll, Town Manager
Gerald S. Mee, Jr., DPW Superintendent
Steven Magoon, DCDP Director